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MORANG'S
ANNUAL REGISTER OF CANADIAN AFFAIRS
1901

Canadian Annual Review of Public A

MORANG'S

ANNUAL REGISTER

OF

CANADIAN AFFAIRS

1901

EDITED AND COMPILED BY

J. CASTELL HOPKINS, F.S.S.

Author of the "Story of the Dominion;" "The Progress of Canada"
Editor of "Canada: an Encyclopædia of the Country," in six volumes

18448 S.
S. 10. 2

TORONTO
GEORGE N. MORANG & COMPANY, LIMITED
1902

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PUBLISHER'S PREFACE

The object of this work is two-fold. It is intended to afford to the Canadian people from year to year a record of the principal events connected with the history and development of the Dominion, and to convey to the peoples of the British Empire and the United States, a summary of current progress in a country now steadily growing in national importance.

The plan of the work differs from that of Annual publications in other countries as the record has been made both statistical and historical in character. By means of quotations from current speeches and press opinions it affords a clear view of existing conditions from year to year in the Dominion. The Editor has sought to be absolutely impartial in political matters, dealing with all really important subjects and eliminating trivial and unimportant details. This has been no easy task and experience will, no doubt, in some cases point out new methods of future treatment.

The Publishers believe that there will be found sufficient valuable information in this first volume to commend it to a place in public approval and the project itself to a permanent place in public appreciation. They also feel that the volume specially appeals to all those, at home or abroad, who require ready information upon that most difficult of subjects—the history and statistics of the immediate past in a period of rapid national development.

ERRATA

On page 344, sixth line from bottom, the word "were" should be followed by "$252,366, the expenditure," and on page 350, thirteenth line from top, "17 cents" should read "77 cents." On page 263, at end of first paragraph, "Grant Allan" should read "Grant Allen."

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GOVERNMENTS OF THE EMPIRE IN 1901

THE SOVEREIGN

His Majesty, Edward VII., of the United Kingdom of Great Britain and Ireland, and of the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India.

THE BRITISH GOVERNMENT

Prime Minister and Lord Privy Seal	Marquess of Salisbury
Lord High Chancellor	Lord Halsbury
Lord President of the Council	Duke of Devonshire
First Lord of the Treasury	Rt. Hon. A. J. Balfour
Chancellor of the Exchequer	Sir M. E. Hicks-Beach
Chancellor of the Duchy of Lancaster	Lord James of Hereford
Secretary of State, Colonial Department	Rt. Hon. J. Chamberlain
Secretary of State, Home Department	Rt. Hon. C. T. Ritchie
Secretary of State, Foreign Department	Marquess of Lansdowne
Secretary of State, War Department	Rt. Hon. W. St. John Brodrick
Secretary of State, Indian Department	Lord George Hamilton
First Lord of the Admiralty	Earl of Selborne
President of the Board of Trade	Rt. Hon. Gerald W. Balfour
President, Local Government Board	Rt. Hon. W. Hume Long
Lord Lieutenant of Ireland	Earl Cadogan
Lord Chancellor of Ireland	Lord Ashbourne
Secretary for Scotland	Lord Balfour of Burleigh
First Commissioner of Works	Rt. Hon. A. Akers-Douglas
President of the Board of Agriculture	Rt. Hon. R. W. Hanbury
Postmaster-General	Marquess of Londonderry

NOT IN THE CABINET

Chief Secretary for Ireland	Rt. Hon. George Wyndham
Vice-President, Board of Education	Sir John Eldon Gorst
Paymaster-General	Duke of Marlborough
Financial Secretary to the Treasury	J. Austin Chamberlain
Parliamentary Secretary to the Treasury	Sir W. H. Walrond
Naval Lord of the Admiralty	Vice-Admiral Lord W. T. Kerr
" " "	Rear-Admiral A. L. Douglas
" " "	Rear-Admiral Knyvett-Wilson
" " "	Rear-Admiral A. W. Moore
Civil Lord of the Admiralty	Capt. E. G. Pretyman
Secretary to the Admiralty	H. O. Arnold-Foster
Under-Secretary, Home Department	Rt. Hon. Jesse Collings
Under-Secretary, Foreign Department	Lord Cranbourne
Under-Secretary, Colonial Department	Earl of Onslow
Under-Secretary, Indian Department	Earl of Hardwicke
Under-Secretary, War Department	Earl Raglan
Parliamentary Secretary, Board of Trade	Earl of Dudley
Parliamentary Secretary, Local Government Board	J. Grant Lawson
Financial Secretary, War Department	Lord Stanley
Junior Lord of the Treasury	H. T. Anstruther
" " "	W. Hayes Fisher
Attorney-General	Sir R. B. Finlay, K.C.
Solicitor-General	Sir E. H. Carson, K.C.
Lord Advocate for Scotland	Andrew G. Murray, K.C.
Solicitor-General for Scotland	Charles S. Dickson, K.C.
Attorney-General for Ireland	Rt. Hon. John Atkinson
Solicitor-General for Ireland	George Wright

THE CANADIAN GOVERNMENT

Governor-General	H. E. The Earl of Minto
Premier and President of the Privy Council	Sir Wilfrid Laurier
Minister of Trade and Commerce	Sir R. J. Cartwright
Secretary of State	Hon. R. W. Scott

Minister of Justice	Hon. David Mills
Minister of Marine and Fisheries	Sir Louis H. Davies
Minister of Militia and Defence	Hon. F. W. Borden
Postmaster-General	Hon. W. Mulock
Minister of Agriculture	Hon. S. A. Fisher
Minister of Public Works	Hon. J. Israel Tarte
Minister of Finance	Hon. W. S. Fielding
Minister of Railways and Canals	Hon. Andrew G. Blair
Minister of the Interior	Hon. Clifford Sifton
Minister of Customs	Hon. W. Paterson
Minister of Inland Revenue	Hon. M. E. Bernier
Minister without Portfolio	Hon. R. R. Dobell
" "	Hon. J. Sutherland
Solicitor-General, without a seat in the Cabinet	Hon. Charles Fitzpatrick

THE NEWFOUNDLAND GOVERNMENT

Governor	H. E. Sir Cavendish Boyle
Premier and Colonial Secretary	Sir Robert Bond
Minister of Justice	Hon. William Horwood
Minister of Finance	Hon. E. Jackman
Leader of Legislative Council	Hon. George Knowling
Member without Office	Hon. E. P. Morris, K.C.
" "	Hon. A. W. Harvey
" "	Hon. James Pitts
" "	Hon. Henry Woods
" "	Hon. J. D. Ryan

THE AUSTRALIAN GOVERNMENT

Governor-General	H. E. The Earl of Hopetoun
Prime Minister and Minister for External Affairs	Rt. Hon. Edmund Barton, K.C.
Attorney-General and Minister for Justice	Hon. Alfred Deakin
Treasurer	Rt. Hon. Sir George Turner
Minister for Trade and Customs	Rt. Hon. C. C. Kingston
Minister for Defence	Rt. Hon. Sir J. Forrest
Minister for Home Affairs	Sir William J. Lyne
Postmaster-General	Senator J. G. Drake
Member without Portfolio	Hon. R. E. O'Connor, K.C.
" "	Sir Philip O. Fysh

GOVERNMENT OF NEW ZEALAND

Governor	H. E. The Earl of Ranfurly
Premier, Colonial Treasurer, etc.	Rt. Hon. R. J. Seddon
Colonial Secretary and Postmaster-General	Sir J. G. Ward
Minister for Native Affairs	Hon. James Carroll
Minister of Education and Immigration	Hon. W. C. Walker
Minister of Public Works	Hon. W. Hall-Jones
Minister of Justice and Mines	Hon. J. McGowan
Minister of Lands and Agriculture	Hon. T. Y. Duncan
Commissioner of Trade and Customs	Hon. C. H. Mills

THE CAPE COLONY GOVERNMENT

High Commissioner for South Africa	H. E. Lord Milner of Capetown
Governor	H. E. Sir W. F. Hely-Hutchinson
Premier and Treasurer	Sir J. Gordon Sprigg
Colonial Secretary	Hon. T. L. Graham, K.C.
Attorney-General	Sir J. Rose-Innes, K.C.
Commissioner of Public Works	Hon. Dr. T. W. Smartt
Secretary of Agriculture	Sir Pieter H. Faure
Minister without Portfolio	Hon. John Frost, C.M.G.

THE NATAL GOVERNMENT

Governor	H. E. Sir H. E. McCallum
Premier	Sir Arthur H. Hime
Attorney-General and Minister for Education	Sir Henry Bale, K.C.
Colonial Secretary	Hon. C. J. Smythe
Treasurer	Hon. William Arbuckle
Minister for Native Affairs	Hon. F. R. Moor
Minister for Agriculture	Hon. H. D. Winter

THE GOVERNMENT OF INDIA

Viceroy and Governor-General	H. E. Lord Curzon of Kedleston
Commander-in-Chief	General Sir A. P. Palmer
Governor of Madras	Lord Ampthill
Governor of Bombay	Lord Northcote
Lieut.-Governor of Bengal	Sir John Woodburn
Lieut.-Governor of Burmah	Sir F. W. R. Fryer
Lieut.-Governor of North-Western Provinces	Sir A. P. Macdonnell
Lieut.-Governor of the Punjab	Sir W. Mackworth Young
Chief Commissioner of Central Provinces	D. C. J. Ibbetson, C.S.I.
Chief Commissioner of Assam	H. J. Stedman Cotton
Chief Commissioner in British Baluchistan	H. S. Barnes
Resident in Kashmir	Sir A. C. Talbot
Resident in Mysore	Lieut.-Col. D. Robertson, C.S.I.
Resident at Hyderabad	T. J. C. Plowden
Agent in Rajputana	A. T. H. Martindale

CROWN COLONY GOVERNORS OR ADMINISTRATORS

Leeward Islands	Sir Francis Fleming
Windward Islands	Sir R. B. Llewelyn
Jamaica	Sir A. W. L. Hemming
Bahamas	Sir G. T. Carter
Trinidad	Sir C. A. Moloney
Barbadoes	Sir F. M. Hodgson
Bermuda	Lieut.-Gen. Sir G. D. Barker
British Guiana	Sir W. J. Sendall
British North Borneo	E. W. Birch, C.M.G.
British Honduras	Sir David Wilson
Ceylon	Sir J. West Ridgeway
Cyprus	Sir W. F. Haynes Smith
Falkland Islands	W. Grey-Wilson, C.M.G.
Fiji	Sir G. T. M. O'Brien
Gambia	Sir G. C. Denton
Gibraltar	General Sir George White
Labuan	H. C. Clifford, C.M.G.
Lagos	Sir William MacGregor
Basutoland	Sir G. Y. Lagden
Bechuanaland	Major H. J. Gould-Adams, C.B.
Central African Protectorate	Alfred Sharpe, C.B.
Witu Protectorate	A. S. Rogers
Gold Coast	Major M. Nathan, C.M.G.
Mauritius	Sir Charles Bruce
North Nigeria	Sir F. J. D. Lugard
South Nigeria	Sir R. D. R. Moor
Sierre Leone	Sir C. A. King Harman
Uganda	Sir H. H. Johnston
Hong Kong	Sir H. A. Blake
Zanzibar	Sir C. N. E. Eliot
Malta	General Sir F. W. Grenfell
New Guiana	G. R. Le Hunte, C.M.G.
Sarawak	Sir C. J. Brooke
St. Helena	R. A. Sterndale
St. Lucia	Sir H. L. Thompson
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Transvaal	Major-Gen. J. G. Maxwell, D.S.O.
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Seychelles Islands	E. Bickham Sweet-Escott, C.M.G.
Rhodesia	Sir Marshall J. Clarke

GOVERNMENTS OF CANADIAN PROVINCES

ONTARIO

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Commissioner of Public Works	Hon. F. R. Latchford
Provincial Secretary	Hon. J. R. Stratton
Minister of Education	Hon. Richard Harcourt
Minister of Agriculture	Hon. John Dryden
Minister without Portfolio	Hon. James T. Garrow
" "	Hon. William Harty

QUEBEC

Lieut.-Governor	Hon. Sir L. A. Jetté
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Attorney-General	Hon. H. Archambeault
Commissioner of Agriculture	Hon. E. G. M. Déchène
Commissioner of Colonization and Mines	Hon. A. Turgeon
Provincial Treasurer	Hon. H. T. Duffy
Commissioner of Public Works	Hon. Lomer Gouin
Member without Portfolio	Hon. J. J. Guerin
" "	Hon. G. W. Stephens

NEW BRUNSWICK

Lieut.-Governor	Hon. A. R. McClellan
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Attorney-General	Hon. William Pugsley
Surveyor-General	Hon. A. T. Dunn
Commissioner of Public Works	Hon. C. H. Labillois
Commissioner of Agriculture	Hon. L. P. Farris
Minister without Portfolio	Hon. G. F. Hill
" "	Hon. H. A. McKeown

NOVA SCOTIA

Lieut.-Governor	Hon. A. G. Jones
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Attorney-General	Hon. J. W. Longley
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Member without Portfolio	Hon. Thomas Johnson
" "	Hon. A. H. Comeau
" "	Hon. A. McGillivray
" "	Hon. T. R. Black
" "	Hon. W. T. Pipes
" "	Hon. D. McPherson

PRINCE EDWARD ISLAND

Lieut.-Governor	Hon. P. A. McIntyre
Prime Minister and President of the Council	Hon. D. Farquharson
Attorney-General	Hon. Arthur Peters
Provincial Secretary, Treasurer and Commissioner of Agriculture	Hon. Benjamin Rogers

Commissioner of Public Works	Hon. J. H. Cummiskey
Minister without Office	Hon. J. W. Richards
" "	Hon. Peter McNutt
" "	Hon. George Forbes
" "	Hon. R. C. McLeod
" "	Hon. M. McDonald

BRITISH COLUMBIA

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Premier and President of the Council	Hon. James Dunsmuir
Provincial Secretary and Minister of Education	Hon. J. D. Prentice
Attorney-General and Clerk of Executive Council	Hon. D. M. Eberts
Minister of Finance and Agriculture	Hon. J. H. Turner
Chief Commissioner of Lands and Works	Hon. W. C. Wells
Minister of Mines	Hon. Richard McBride

MANITOBA

Lieut.-Governor	Hon. D. H. McMillan
Premier, Minister of Agriculture and Immigration, and Commissioner of Railways	Hon. R. P. Roblin
Provincial Treasurer	Hon. J. A. Davidson
Minister of Public Works	Hon. Robert Rogers
Attorney-General	Hon. C. H. Campbell
Provincial Secretary	Hon. D. H. McFadden

THE NORTH-WEST TERRITORIES

Lieut.-Governor	His Honour A. E. Forget
Premier and Attorney-General	F. W. G. Haultain
Treasurer and Commissioner of Public Works	James H. Ross
Commissioner of Agriculture and Territorial Secretary	G. H. V. Bulyea

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MEMBERS OF THE SENATE OF CANADA, 1901

NAME	POLITICS
Hon. James C. Aikins	Con.
Hon. William J. Almon	Con.
Lt.-Col. the Hon. T. E. Armand	Con.
Hon. George T. Baird	Con.
Hon. George B. Baker	Con.
Hon. Thomas A. Bernier	Con.
Hon. Joseph Bolduc	Con.
Hon. C. E. Boucher de Boucherville	Con.
Lt.-Col. the Hon. Sir Mackenzie Bowell	Con.
Hon. Sir John Carling, K.C.M.G.	Con.
Lt.-Col. the Hon. James W. Carmichael	Lib.
Hon. Joseph P. B. Casgrain	Lib.
Hon. Charles E. Casgrain	Con.
Hon. Francis Clemow	Con.
Hon. Matthew H. Cochrane	Con.
Hon. George A. Cox	Lib.
Hon. Raoul Dandurand	Lib.
Hon. James Dever	Lib.
Hon. Robert B. Dickey	Con.
Hon. John Dobson	Con.
Hon. George A. Drummond	Con.
Hon. John Valentine Ellis	Lib.
Hon. Donald Ferguson	Con.

NAME	POLITICS
Hon. Jean B. R. Fiset	Lib.
Hon. Louis J. Forget	Con.
Hon. George T. Fulford	Lib.
Hon. Arthur H. Gillmor	Lib.
Hon. James R. Gowan, C.M.G.	Con.
Hon. Sir William H. Hingston	Con.
Hon. William Kerr	Lib.
Hon. Lyman Melvin Jones	Lib.
Hon. George G. King	Lib.
Hon. John N. Kirchhoffer	Con.
Hon. George Landerkin, M.D.	Lib.
Lt.-Col. the Hon. A. C. P. Landry	Con.
Hon. James A. Lougheed, K.C.	Con.
Hon. Joseph Lovitt	Lib.
Hon. William J. Macdonald	Con.
Hon. Andrew A. Macdonald	Con.
Hon. David MacKeen	Con.
Hon. Louis F. R. Masson	Con.
Hon. Lachlan McCallum	Con.
Hon. William McDonald	Con.
Hon. George McHugh	Lib.
Hon. Thomas McKay	Con.
Hon. George C. McKindsey	Con.
Hon. Peter McLaren	Con.
Hon. Donald McMillan	Con.

NAME	POLITICS
Hon. Peter McSweeney	Lib.
Hon. Robert Mackay	Lib.
Hon. Samuel Merner	Con.
Hon. William Miller	Con.
Hon. David Mills, K.C.	Lib.
Hon. Hypolite Montplaisir	Con.
Hon. James O'Brien	Con.
Hon. John O'Donohue	Lib.
Hon. Alexander W. Ogilvie	Con.
Hon. William Owens	Con.
Hon. Sir Charles A. P. Pelletier	Lib.
Hon. William D. Perley	Con.
Hon. Pascal Poirier	Con.
Hon. Lawrence G. Power	Lib.
Hon. Clarence Primrose	Con.
Hon. Samuel Prowse	Con.
Hon. David Reesor	Con.
Hon. James Reid	Con.
Hon. Richard W. Scott, K.C.	Lib.
Hon. Joseph Shehyn	Lib.
Hon. Sir Frank Smith	Con.
Hon. Jabez B. Snowball	Lib.
Hon. Michael Sullivan, M.D.	Con.
Hon. William Templeman	Lib.
Hon. Joseph R. Thibaudeau	Lib.
Hon. Alfred A. Thibaudeau	Lib.
Hon. Alexander Vidal	Con.
Hon. David Wark	Lib.
Hon. Robert Watson	Lib.
Hon. Josiah Wood	Con.
Hon. Andrew T. Wood	Lib.
Hon. John Yeo	Lib.
Hon. Finlay McN. Young	Lib.

MEMBERS OF THE HOUSE OF COMMONS, 1901

MEMBER	PROVINCE	POLITICS
Alcorn, George C.	Ont.	Con.
Angers, Charles	Que.	Lib.
Archambault, Joseph E.	Que.	Lib.
Ball, Georges	Que.	Con.
Barker, Samuel	Ont.	Con.
Bazinet, Charles	Que.	Lib.
Belcourt, Napoleon A.	Ont	Lib.
Bell, John W.	Ont.	Con.
Bell, Adam Carr	N.S.	Con.
Bennett, William H.	Ont.	Con.
Bernier, Hon. Michel E.	Que.	Lib.
Bickerdike, Robert	Que.	Lib.
Birkett, Thomas	Ont.	Con.
Blain, Richard	Ont.	Con.
Blair, Hon. Andrew George	N.B.	Lib.
Borden, Hon. Frederick W.	N.S.	Lib.
Borden, Robert L.	N.S.	Con.
Bourassa, Henri	Que	Lib.
Bourbonnais, Augustin	Que.	Lib.
Boyd, Nathaniel K.	Man.	Con.
Britton, Byron M.	Ont.	Lib.
Brock, William Rees	Ont.	Con.
Broder, Andrew	Ont.	Con.
Brodeur, Louis P.	Que.	Lib.
Brown, James P.	Que.	Lib.
Bruce, Frank C.	Ont.	Con.
Bruneau, Arthur A.	Que.	Lib.
Bureau, Jacques	Que.	Lib.
Calvert, William Samuel	Ont.	Lib.
Calvin, Hiram A.	Ont.	Con.
Cargill, Henry	Ont.	Con.
Carroll, Henry G.	Que.	Lib.
Carscallen, Alexander W.	Ont.	Con.
Cartwright, Hon. Sir Richard	Ont.	Lib.
Casgrain, Thomas Chase	Que.	Con.
Champagne, Louis N.	Que	Lib.
Charlton, John	Ont.	Lib.
Christie, Thomas D.	Que.	Lib.
Clancy, James	Ont.	Con.
Clare, George A.	Ont.	Con.
Clarke, Edward Frederick	Ont	Con.
Cochrane, Edward	Ont.	Con.
Copp, Albert J. S.	N.S.	Lib.
Corby, Henry	Ont.	Con.
Costigan, Hon. John	N.B	Lib.
Cowan, Mahlon K.	Ont.	Lib.
Culbert, John	Ont.	Con.
Davies, Hon. Sir Louis H.	P.E.I.	Lib.
Davis, Thomas O.	Man.	Lib.
Dechenes, Alphonse M. M.	Que.	Lib.
Delisle, Michel S.	Que.	Lib.
Demers, Louis Julien	Que.	Lib.
Demers, Louis Philippe	Que.	Lib.
Desmarais, Odilon	Que.	Lib.
Dobell, Hon. Richard Reid	Que.	Lib.
Douglas, James Moffat	N.W.T.	Lib.
Dugas, Francois O.	Que.	Lib.
Dyment, Albert E.	Ont.	Lib.
Earle, Thomas	B.C.	Con.
Edwards, William C.	Ont.	Lib.
Emmerson, Henry R.	N.B.	Lib.
Erb, Dilman Kinsey	Ont.	Lib.
Ethier, Joseph Arthur C.	Que.	Lib.
Fielding, Hon. William S.	N.S.	Lib.
Fisher, Hon. Sydney Arthur.	Que.	Lib.
Fitzpatrick, Hon. Charles	Que.	Lib.
Flint, Thomas B.	N.S.	Lib.
Fortier, Edmond	Que.	Lib.
Fortin, Thomas	Que.	Lib.
Fowler, George W.	N.B.	Con.
Fraser, Duncan C.	N.S.	Lib.
Gallery, Daniel	Que.	Lib.
Galliher, William A.	B.C.	Lib.
Ganong, Gilbert W.	N.B.	Con.
Gauvreau, Charles A.	Que	Lib.
Geoffrion, Victor	Que.	Lib.
German, William M.	Ont.	Lib.
Girard, Joseph	Que.	Con.
Gilmour, James	Ont.	Con.
Godbout, Dr. Joseph.	Que.	Lib.
Gould, Isaac J.	Ont.	Lib.
Gourley, Seymour E.	N.S.	Con.

MEMBER	PROVINCE	POLITICS
Guthrie, Hugh	Ont.	Lib.
Hackett, Edward	P.E.I.	Con.
Haggart, Hon. John G.	Ont.	Con.
Hale, Frederick Harding	N.B.	Con.
Harwood, Henry S	Que.	Lib.
Halliday, James	Ont.	Con.
Henderson, David	Ont.	Con.
Heyd, Charles B.	Ont.	Lib.
Holmes, Robert	Ont.	Lib.
Horsey, Edward H.	Ont.	Lib.
Hughes, James J.	P.E.I.	Lib.
Hughes, Samuel	Ont.	Con.
Hyman, Charles S.	Ont.	Lib.
Ingram, Andrew B.	Ont.	Con.
Johnstone, Alexander	N.S.	Lib.
Johnston, Robert	Ont.	Con.
Johnston, Thomas G.	Ont.	Lib.
Kaulbach, Charles E.	N.S.	Con.
Kemp, Albert E	Ont.	Con.
Kendall, Arthur S.	N.S.	Lib.
Kendry, James	Ont.	Con.
Kidd, Edward	Ont.	Con.
Lancaster, Edward A.	Ont.	Con.
Lang, John	Ont.	Lib.
LaRiviere, Alphonse A. C.	Man.	Con.
Laurier, Romuald C.	Que.	Lib.
Laurier, Rt. Hon. Sir Wilfrid, G.C.M.G.	Que	Lib.
Lavell, John R.	Ont.	Con.
Lavergne, Louis	Que.	Lib.
LeBlanc, Oliver J.	N.B.	Lib.
Lefurgey, Alfred A.	P.E.I.	Con.
Legris, Joseph H.	Que.	Lib.
Lemieux, Rodolphe	Que.	Lib.
Lennox, Haughton	Ont	Con.
Lewis, William J.	N.B.	Lib.
Logan, Hance J.	N.S.	Lib.
Lovell, Henry	Que	Lib.
Loye, George M.	Que.	Lib.
MacCormack, George	Ont.	Con.
Macdonald, Peter	Ont.	Lib.
Mackie, Thomas	Ont.	Lib.
Mackinnon, Donald A.	P.E.I.	Lib.
MacLaren, Alexander F.	Ont.	Con.
MacLaren, William S.	Que.	Lib.
Maclean, William F.	Ont.	Con.
McCarthy, Leighton G.	Ont	Ind.
McColl, John B.	Ont.	Lib.
McCool, Charles A.	Ont.	Lib.
McCreary, William F.	Man.	Lib.
McEwen, George	Ont.	Lib.
McGowan, John	Ont.	Con.
McGugan, Malcolm	Ont.	Lib.
McIntosh, John	Que.	Con.
McIsaac, Colin F.	N.S.	Lib.
McLennan, Angus	N.S	Lib.
McLeod, Angus	Ont.	Con.
Madore, J. Alex. Camille	Que.	Lib.
Malouin, Albert	Que.	Lib.
Marcil, Joseph E.	Que.	Lib.
Marcil, Charles	Que.	Lib.
Martineau, Pierre R. L.	Que.	Lib.
Matheson, Joseph	N.S.	Lib.
Maxwell, George R.	B.C	Lib.
Meigs, Daniel Bishop	Que.	Lib
Mignault, R. M. S.	Que.	Lib.
Monet, Dominique	Que.	Lib.
Monk, Frederick D.	Que.	Con.
Morin, Jean Baptiste.	Que	Con.
Morrison, Aulay	B.C.	Lib.
Mulock, Hon. William	Ont.	Lib.
Murray, Thomas	Que	Lib.
Northrup, William B.	Ont	Con.
Oliver, Frank	N.W.T.	Lib.
Osler, Edmund B.	Ont.	Con.
Parmelee, Charles Henry	Que	Lib.
Paterson, Hon. William.	Ont.	Lib.
Pope, Rufus H.	Que.	Con.
Prefontaine, Joseph R. F.	Que.	Lib.
Pringle, R. A.	Ont.	Con.
Prior, Hon. Edward G.	B.C.	Con.
Proulx, Isidore	Ont.	Lib.
Puttee, Arthur W	Man.	Ind.
Reid, James	N.B.	Lib.
Reid, John D.	Ont.	Con.
Richardson, Matthew K.	Ont.	Con.
Richardson, Robert Lorne.	Ont.	Lib.
Robinson, Jabel	Ont.	Ind.
Robinson, James	N.B	Con.
Roche, William	N.S.	Con.
Roche, William James	Man.	Con.
Roddick, Thomas G.	Que	Con.
Rosamond, Bennett	Ont.	Con.
Ross, Jean A.	Que.	Con.
Ross, Hon. William	N.S.	Lib.
Ross, William	Ont.	Lib.
Rosseau, Jeffrey A	Que.	Lib.
Russell, Benjamin	N.S.	Lib.
Schell, Jacob T.	Ont.	Lib.
Scott, Walter	N.W.T.	Lib.
Seagram, Joseph E.	Ont.	Con.
Sherritt, John	Ont.	Con.
Sifton, Hon. Clifford	Man.	Lib.
Simmons, Oliver	Ont	Con.
Smith, Ernest D.	Ont.	Con.
Smith, Ralph	B.C.	Lib.
Sproule, Thomas S.	Ont.	Con.
Stephens, George	Ont.	Lib.
Sutherland, Hon. James	Ont.	Lib.
Sutherland, Robert F.	Ont.	Lib.
Talbot, Onesiphore Ernest	Que.	Lib.
Tarte, Hon. J. Israel	Que.	Lib.
Taylor, George	Ont.	Con.
Thompson, Andrew T.	Ont.	Lib.
Tisdale, Hon. David	Ont	Con.
Tobin, Edmund W.	Que.	Lib.
Tolmie, John	Ont.	Lib.
Tolton, Edward	Ont.	Con.
Tucker, Joseph John	N.B.	Lib.
Tupper, Hon. Sir Charles Hibbert, K.C.M.G.	N.S.	Con.
Turcot, George	Que.	Lib.
Turgeon, Onesiphore	N.B.	Lib.
Vrooman, Adam E.	Ont.	Con.
Wade, Fletcher B.	N.S.	Lib.
Wallace, Hon. N. Clarke.	Ont.	Con.
Ward, Henry Alfred	Ont.	Con.
Wilmot, Robert D.	N.B	Con.
Wilson, Uriah	Ont	Con.
Wright, Aaron	Ont.	Lib.

DAILY NEWSPAPERS IN CANADA

NAME	PLACE	POLITICS
Advertiser	London, Ont.	Lib.
Acadian Record	Halifax, N.S.	Lib.
British Whig	Kingston, Ont.	Lib.
Banner-News	Chatham, Ont.	Lib.
Beacon	Stratford, Ont	Lib.
Courier	Brantford, Ont.	Con.
Chronicle	Ingersoll, Ont.	Lib.
Citizen	Ottawa, Ont.	Con.
Chronicle	Quebec, Que.	Con.
Chronicle	Halifax, N.S.	Lib.
Columbian	New Westminster, B.C.	Ind.
Colonist	Victoria, B.C.	Con.
Expositor	Brantford, Ont	Lib.
Examiner	Peterborough, Ont.	Lib.
Express	Woodstock, Ont.	Con.
Echo (Eve. Chronicle)	Halifax, N.S.	Lib.
Examiner	Charlottetown, P.E.I.	Con.
Evening World	Rossland, B.C.	Lab.
Free Press	London, Ont.	Con.
Free Press	Ottawa, Ont.	Lib.
Free Press	Winnipeg, Man.	Lib.
Free Press	Nanaimo, B.C.	Ind.
Guide	Port Hope, Ont.	Lib.
Globe	Toronto, Ont	Lib.
Gazette	Montreal, Que	Con.
Gleaner	Fredericton, N.B.	Con.
Gazette	St. John, N.B.	Con.
Globe	St. John, N.B.	Lib.
Guardian	Charlottetown, P.E.I.	Ind.
Graphic	Portage la Prairie, Man.	Ind.
Herald	Guelph, Ont.	Con.
Herald	Hamilton, Ont	Ind.
Herald	Stratford, Ont.	Con.
Herald	Montreal, Que.	Lib.
Herald	Fredericton, N.B.	Lib.
Herald	Halifax, N.S.	Con.
Herald	Calgary, N.W.T.	Ind.
Intelligencer	Belleville, Ont.	Con.
Journal	Ottawa, Ont.	Ind.
Journal	St. Catherines, Ont.	Lib.
Journal	St. Thomas, Ont.	Lib.
Journal	Dawson City, Yukon.	Ind.
Le Temps	Ottawa, Ont	Lib.
Lake of the Woods	Rat Portage, Ont.	Ind.
Le Journal	Montreal, Que.	Con.
La Patrie	Montreal, Que.	Lib.
La Presse	Montreal, Que.	Lib.
L'Evenement	Quebec, Que.	Ind.
Le Soleil	Quebec, Que.	Lib.
L'Union	St. Hyacinthe, Que.	Lib.
Mercury	Guelph, Ont.	Lib.
Morning Post	Hamilton, Ont.	Con.
Mail and Empire	Toronto, Ont.	Con.
Mercury	Quebec. Que.	Con.
Mail	Halifax, N.S.	Con.
Miner	Nelson, B.C.	Ind.
Miner	Rossland, B.C.	Ind.
News-Record	Berlin, Ont.	Con.
News	Kingston, Ont.	Con.
News	London, Ont.	Ind.
News	Toronto, Ont.	Con.
News	Amherst, N.S.	Ind.
News	Truro, N.S.	Ind.
News	Dauphin, Man.	Ind.
News	Portage la Prairie, Man.	Con.
News	Dawson City, Yukon.	Ind.
Nugget	Dawson City, Yukon.	Ind.
News-Advertiser	Vancouver, B.C.	Ind.
Ontario	Belleville, Ont.	Lib.
Observer	Sarnia, Ont.	Lib.
Planet	Chatham, Ont.	Con.
Post	Lindsay, Ont.	Con.
Press	Amherst, N.S.	Con.
Post	Sydney, N.S.	Con.
Patriot	Charlottetown, P.E.I.	Lib.
Province	Vancouver, B.C.	Lib.
Quotidien	Levis, Que.	Ind.
Recorder	Brockville, Ont.	Lib.
Reformer	Galt, Ont.	Lib.
Reporter	Galt, Ont.	Con.
Record	Niagara Falls, Ont.	Con.
Review	Peterborough, Ont.	Con.
Record	Windsor, Ont.	Lib.
Record	Sherbrooke. Que.	Ind.
Record	Sydney, N.S.	Lib.
Spectator	Hamilton, Ont.	Con.
Standard	St. Catherines, Ont.	Con.
Star	St. Catherines, Ont.	Con.
Star	Toronto, Ont	Lib.
Sentinel Review	Woodstock, Ont.	Lib.
Star	Montreal, Que	Con.
Star	St. John, N.B.	Con.
Sun	St. John, N.B.	Con.
Sun	Brandon, Man.	Lib.
Telegraph	Berlin, Ont.	Lib.
Times	Brockville, Ont.	Con.
Times-Journal	Fort William, Ont.	Ind.
Times	Hamilton, Ont	Lib.
Times	Kingston, Ont.	Ind.
Times	Peterborough, Ont	Ind.
Times	St. Thomas, Ont.	Con.
Telegram	Toronto, Ont	Ind.
Times	Woodstock, Ont.	Con.
Telegraph	Quebec, Que.	Ind.
Times	Moncton, N.B.	Con.
Transcript	Moncton, N.B.	Lib.
Telegraph	St. John, N.B.	Lib.
Telegram	Winnipeg, Man.	Con.
Tribune	Winnipeg, Man.	Ind.
Times	Greenwood, B.C.	Ind.
Tribune	Nelson, B.C.	Ind.
Times	Victoria, B.C.	Lib.
World	Toronto, Ont.	Con.
World	Vancouver, B.C.	Lib.
Witness	Montreal, Que.	Ind.
Yukon Sun	Dawson City, Yukon.	Lib.

MORANG'S
ANNUAL REGISTER

Section I—CANADIAN AGRICULTURE

Physical Features of Canada

The Dominion of Canada possesses an area of 3,653,946 square miles, with a population of 5,369,362. The British Empire, according to the latest available figures, has an area of 12,171,120 square miles, exclusive of Egypt and the Soudan—which are practically British dependencies—and a population of 395,960,000.

The area of the Provinces and Territories and Districts of Canada is very varied. Ontario has 222,000 square miles; Quebec, 347,350 square miles; Nova Scotia, 20,600 square miles; New Brunswick, 28,200 square miles; Manitoba, 73,956 square miles; British Columbia, 383,300 square miles; Prince Edward Island has 2,000 square miles. Of the North-West Territories, Assiniboia possesses 90,340 square miles; Saskatchewan, 114,000; Alberta, 100,000 and Athabasca, 251,300. The Yukon Territory is 198,300 square miles in area; the District of Mackenzie has 563,200 square miles; and the District of Ungava, 456,000. The area of the District of Franklin is unknown, and that of the Great Lakes which are included in Canadian territory is 47,400 square miles.

The principal physical features of Canada are the Rocky Mountains and the Laurentian Range, the vast plains of the North-West, the fresh-water lakes, Hudson's Bay and the Bay of Fundy, the Mackenzie River of the far north and the St. Lawrence River basin. The lakes of the St. Lawrence system, with their connecting rivers and canals, constitute a complete navigable route from the head of Lake Superior to the Atlantic Ocean, a distance of 2,384 miles with an area of about 100,000 square miles. The great lakes of the northern part of Canada include the Great Bear Lake, 11,200 square miles in extent; the Great Slave Lake, 10,100 square miles; Lake Winnipeg, 9,400 square miles and Lake Athabasca, 4,400 square miles. The highest peaks amongst the Rockies are Mount Hooker, 16,760 feet; Mount Brown, 16,000 feet; and Mount Murchison, 15,700. Hudson's Bay is a large inland sea with an area of 350,000 square miles. The Bay of Fundy, which almost separates Nova Scotia from

New Brunswick, is 170 miles long and from 30 to 50 miles wide. According to an estimate by Mr. George Johnson, the Dominion Statistician, the mountain belt of Canada is 600 miles in width, east and west, the prairie belt 1,000 miles, the woodland belt (including the great spruce forest and pulp-wood region) 2,300 miles. The following are the latitudes and longitudes of the capitals of the Dominion and the Provinces, with the addition of Montreal as being a commercial metropolis :—

Province.	Capital.	Latitude.	Longitude.
British Columbia	Victoria	48.24	123.19
Manitoba	Winnipeg	49.53	97.70
New Brunswick	Fredericton	45.57	66.38
Nova Scotia	Halifax	44.39	63.36
Ontario	Toronto	43.39	79.23
	Ottawa	45.26	75.42
Prince Edward Island	Charlottetown	46.14	63.10
Quebec	Quebec	46.48	71.13
	Montreal	45.30	73.35
North-West Territories	Regina	50.27	104.37

Agricultural Interests of the Country

According to the Census of 1891—the figures for 1901 not being yet available—the total area of land occupied in the Dominion was 60,287,630 acres; the improved land, 28,537,242 acres; the land under crop, 19,904,826 acres; the land in gardens and orchards, 464,462 acres; and that in pasture, 15,284,788 acres. The total land area of the Dominion is 3,048,711 miles, or 1,981,662,150 acres. At the time of the 1891 Census the proportion of the population engaged in agricultural pursuits was 411·28 out of every 1,000—the Provinces running from a proportion of 609·40 in the Territories to 214·55 in British Columbia. According to the Report of the Department of Agriculture for the year ending October 30, 1900: "About forty-five per cent. of the population of Canada are engaged in farming. A large number more are employed in pursuits arising out of agriculture. Among these are millers of flour and oatmeal; curers and packers of meat; makers of cheese and butter; and persons engaged in the transportation and commerce of grain, hay, live-stock, meats, butter; cheese, milk, eggs, fruit and various other products." The two special interests in this connection are dairying and the cultivation for the British market for almost all the products of the farm proper.

During June, 1901, the Hon. Sydney A. Fisher, Minister of Agriculture, and Prof. J. W. Robertson, the Dominion Dairy Commissioner, visited Great Britain, and did something to extend information regarding Canada and its agricultural resources. On June 10th Mr. Fisher was interviewed by the London *Morning Post*, and expressed very hopeful views as to the progress of the farming industry. He described the Canadian system of agricultural education carried on in schools by the Provincial Governments and by the organizing of meetings and sending out of innumerable bulletins and reports on subjects connected with the farm under Dominion auspicies. "We have a system of Experimental Farms where we study the production,

handling and utilization of crops and the feeding of animals." Reports as to the result of these experiments were sent out to some 600,000 farmers. Much had recently been done in advancing cold-storage capacities, and the policy had been found most beneficial. "We have established a complete chain of such transportation from the creameries or butter-making factories to the ports. We encourage the building of local stores into which the butter can be put as soon as it is made, and we arrange for the running of refrigerator cars on the railways from all sections of the country to the ports. Then we to a slight extent 'bonus' cold-storage receiving depots at the ports. We also subsidize the steamship companies to put cold-storage chambers into the vessels which carry our products to England."

In reply to an inquiry as to fruit crops, Mr. Fisher stated that apples were the largest, but that a considerable number of pears, peaches and grapes were now being shipped in cold-storage. The average export of apples during the past four years had been over a million barrels annually. Speaking on June 20th at a Glasgow Exhibition gathering, the Minister spoke strongly as to the position of Canada and Great Britain in this connection. "If in the Old Land here you have many mouths to feed, we in Canada have many acres and willing hands to supply the food, and we have tried to the utmost extent of our power, and are trying still, to provide it of the highest and best qualities so that your people will be tempted by their palate and taste, as well as by their Imperial spirit and Imperial aspirations, to buy their food within the bounds of the Empire."

Agricultural Trade and Markets

The agricultural exports of Canada in 1891 were $5,254,028 to Great Britain, $7,291,246 to the United States, and $1,121,584 to other countries. In 1900 they were $21,674,965 to Great Britain, $2,041,110 to the United States, and $3,800,534 to other countries. The export of animals and their produce in 1891 was $20,991,143 to Great Britain, $4,316,979 to the United States, and $659,619 to other countries. In 1900 it had risen to $49,881,630 to Great Britain, $5,326,750 to the United States, and $940,427 to other countries. The total of all farm produce sent to the Mother Country was, therefore, $26,245,171 in 1891, and $71,556,595 in 1900. The total to the United States had, meanwhile, decreased from $11,608,225 to $7,367,860.

In 1901 the export of agricultural products—the produce of Canada—was $17,337,633 to Great Britain, $2,907,969 to the United States, and to other countries $4,535,884. Of the latter some of the countries in the British Empire took half. The exports of animals and their produce in 1901 were $49,186,025 to Great Britain, $5,331,-657 to the United States, and $977,629 to other countries. Adding together, as above, the agricultural and animal products, the total going to Great Britain in 1901 was $66,523,658, and to the United States, $8,239,626—a decrease in the year of five millions to the Mother Country and a small increase to the United States. The total export of all farm products (including animals, etc.) was

$39,634,599 in 1891, and $80,276,797 in 1901. As between Great Britain and the United States the following table of the chief exports, compiled from the Trade and Navigation Returns for 1901, will indicate the value of the respective markets:—

Product.	To Great Britain.	To United States.
Horses	$230,295	$327,294
Cattle	8,028,476	891,340
Sheep	435,335	1,158,069
Butter	3,142,353	5,839
Cheese	20,609,361	37,601
Eggs	1,677 727	6,529
Furs	1,235,499	394,290
Bacon	11,458,235	33,343
Other meats	1,922.874	32,890
Tallow	82,090	455
Wool	19,040	166,555
Flax	.....	235,080
Fruit (all kinds)	1,605,026	189,712
Wheat	6,112,230	34,989
Other grains	5,344,854	431,380
Wheat Flour	2,702,132	43.579
Oatmeal	453.326	330
Hay	459,235	1,158,108
Clover Seed	367,472	81,004

There were two items of export—horses, $328,125, and hay, $383,168—recorded as sold to South Africa, which were so obviously sold to Great Britain for war purposes that they might very properly have been included in the above figures. In this connection it may be said that the export of agricultural and animal produce in 1901 to countries of the Empire other than Great Britain amounted to a total of $3,079,860.

Agriculture in Ontario

The annual Report of the Ontario Bureau of Industries, which appeared during the summer of 1901, gave elaborate statistics concerning the general condition of Provincial agriculture. The total value of farm land in Ontario had shown a steady decrease from 1891 to 1899, but it had risen from $563,271,777 in the latter year to $574,727,610 in 1900. Including, however, the value of buildings, implements and live stock, the decrease had ceased in 1897, and the increase proceeded from $905,-093,613 in that year to $974,814,931 in 1900. The value of farm buildings in 1900 was $219,488,370; of implements, $57,324,130; of live stock, $123,274,821. The statistics of wool showed, in this year, 957,307 fleeces of 5,805,921 pounds weight, and $894,112 in value. There had been comparatively slight variations in the product and its values during the preceding decade.

There were 216,734 colonies of bees in the Province, with a value (including outfit) of $1,139,559, and a value per hive of $5.26. Poultry numbered, on July 1, 1900, 9,541,241, and were valued at $2,727,363. There were 890,933 turkeys, 398,890 geese, 457,072 ducks, and the rest scattering. There were 3,164,287 poultry sold or killed during the year, and valued at $1,176,740. On July 1, 1900,

there were 1,771,641 hogs in the Province, worth $9,598,153. Those sold or slaughtered during the year were 2,056,049 in number, and $15,800,799 was received for them—an average price per head of $7.69, as against $8.68 in 1895. The number of sheep was 1,797,213, and the value $7,711,496. Those sold or slaughtered were 690,058 in number and $2,872,609 in value. The cattle numbered 2,429,330, and were valued at $56,320,810; those sold or slaughtered were 560,893 in number and valued at $18,017,989. The horses numbered 617,309, valued at $46,916,999; the great portion being working animals. Those sold during the year were 47,926, valued at $3,774,480, or an average price of $79.

There were 2,694,600 acres of pasture ground in the Province, 339,411 acres of orchard and garden, 10,687 acres of vineyard. The number of fifteen-year apple trees (or over) was 6,518,048 and the product 36,993,017 bushels. The number of trees under fifteen years was 3,430,670. The chief productive counties in this respect were Elgin, Grey, Halton, Hastings, Huron, Kent, Lambton, Lennox, Norfolk, Northumberland, Oxford, Perth, Prince Edward, Welland, Wentworth, York and the Island of Manitoulin. The number of acres under hay and clover was 2,562,566, the production 3,133,045 tons and the market value $26,568,222. The aggregate of all the field crops was 8,794,953 acres valued at $114,758,761, or $13.05 per acre. There were 24,728,525 bushels of mangel wurzels, worth $1,978,282, or $36.27 per acre; 59,330,395 bushels of turnips, worth $5,933,040, or $37.90 per acre. Other crops were as follows:—

Product.	Bushels.	Value.	Average Value.
Fall Wheat	23,369,737	$15,517,505	$14 52
Spring Wheat	6,940,333	4,684,725	12 43
Barley	16,909,751	6,577,893	11 38
Oats	89,693,327	23,768,732	9 91
Peas	14,058,198	8,027,231	12 13
Beans	820,373	817,912	18 57
Rye	2,357,635	1,143,453	8 04
Buckwheat	1,874,261	819,052	7 98
Corn	27,093,561	8,588,659	25 97

The number of acres of assessed rural land was 23,568,104, of which only 840,022 acres were non-resident. There were 13,297,206 acres cleared, 7,127,363 acres of woodland and 3,143,535 acres of swamp, marsh or waste land. The cheese factories in operation during the year were 1,173 in number, the cheese made was 127,789,543 pounds, the gross value was $13,023,025, and the amount paid to patrons for their milk was $11,682,470. The number of creameries in Ontario was 308 in 1900 as against 74 in 1893; the quantity of butter made was 9,041,468 pounds, worth $1,819,290; the average price was 20 cents per pound, and the amount paid to patrons for their milk was $1,589,291. The wages paid to farm labourers in 1882-1900 averaged $157 per annum in yearly engagements, and amounted to $155 in 1900. Without board the rate was, respectively, $250 and $248.

There are two important Dairymen's Associations in Ontario—

that of the eastern part of the Province and that of the western part. The former met on January 9, 1901, at Smith's Falls, and President Derbyshire delivered an important annual address. He pointed with pride to the progress they had made by hard and united work. "We have moulded public opinion in this Province until our Government appointed a Minister of Agriculture specially charged with the development of agriculture in all departments; we secured the appointment of a Dairy Commissioner, who has rendered excellent service for the whole Dominion; dairy schools and farmers' institutes are some of our work." He pointed out, however, that there was much yet to be done. "We have sixty per cent. of the cheese trade with the Mother Country, but only seven per cent. of the butter." The value of these products for 1900 was $25,000,000, but he hoped it would be $30,000,000 in 1901. He congratulated the Hon. Mr. Dryden, the Hon. Mr. Fisher and Professor Robertson upon the practical assistance they had given the farmers. The auditor's report showed receipts of $9,867 and expenditures of $8,517. Lord Minto, who was present at the opening ceremonies, was presented with an Address, and in His Excellency's reply reference was made to the increased export of butter from Canada—$340,131 worth in 1891 and $5,122,156 worth in 1900.

The Ontario Agricultural College Report, as published in 1901, showed a good year's work. Dr. James Mills, M.A., stated in this document that there were 259 registered students during the year, and 83 taking the dairy course. Of this number 83 per cent. were Ontario farmers' sons, and the age limit being from 16 to 33 years the average age in attendance was 20 years. He referred separately to the various subjects of instruction—English, physics, biology, geology, chemistry, veterinary science, dairying, experimental feeding, horticulture, bacteriology, poultry raising, bee-keeping, etc. There were 18 graduates receiving the degree of B.S.A., or Bachelor of the Science of Agriculture, and 27 who were recipients of Associate diplomas. The financial statement showed a total expenditure of $81,516, with College revenues of $22,005.

Agriculture in Quebec

The annual Report of the Department of Agriculture was presented to the Legislature in February, 1901, by the Hon. F. G. M. Dechêne, and as a whole indicated a progressive condition of affairs. During the preceding year an investigation had been made, under instructions from the Department, into the making of cheese in the Province, with a view to ascertaining why higher prices should be paid for English cheddar cheese than for the Canadian article. Two or three cents per pound difference in the price meant a matter of a couple of million dollars to the agricultural community, so that the importance of the question was very considerable. Messrs. Gabriel Henry, C.E., and E. Bourbeau, who were the Commissioners appointed, visited the Dairy School and some of the cheese factories in the Province, and then studied the methods of operation and work in England.

The result was an elaborate presentation of the reasons for the

existing Provincial inferiority, and the expression of an opinion that no insuperable obstacles existed to an improvement in Quebec manufacture which would bring the latter product to a level of equality. "I believe," said Mr. Henry, "the thing to be not only perfectly possible (an average increase of one cent per pound in value) at little cost, but I also believe that better than that can be done if rational means are adopted." Canadian and American cheese was found to bring a lower price in England than English cheese; Quebec a lower price than Ontario cheese. The adoption to some extent of the English system would meet this difference in price and method of manufacture. The Commissioners advised the appointment of a skilled and scientific cheese-maker to instruct the farmers of the Province on certain points. According to the official figures for 1899, there were then 404 creameries, 1,192 cheese factories, and 307 creameries and cheese factories combined in the Province. During the last few years there had been a steady increase in the production of cheese and butter in the Province.

Fruit growing was dealt with at some length, and Mr. Dechène expressed pride in the excellent exhibit made at Paris and in the awards carried off by Quebec producers. The Minister also drew attention to the admitted suitability of Canadian horses for cavalry purposes and to the fact that in spite of this the Dominion had only furnished three per cent. of the horses required by the Imperial Government in South Africa. He favoured giving the agricultural societies freedom to use part of their grant for exhibitions and fairs in the purchase of good breeding animals. The Agricultural Societies and Farmers' Clubs in the Province were stated to number 596 in 1900, with a membership of 59,440. Their receipts were $95,423 for the year ending December 31, 1899.

In the Legislature on February 28th, Mr. Dechène presented a Bill respecting Agriculture. It passed the Assembly on March 19th, and related chiefly to the encouragements awarded by the Government and the Department of Agriculture to the farmers of the Province. Two classes were to be constituted, one composed of those who made their livelihood by agricultural work, and the other of those who were not farmers by profession, though owning, and in some sense, managing their own farms. In the competitions arranged by the Department to test merit in the production of crops, or raising of stock, the person who in previous years may have already received the Diploma of Distinguished Merit was to be given another opportunity. The person, therefore, who showed the best result in his district in maintaining the degree of excellence, which he had already reached, for the five years after receiving his diploma, might, upon the report of the local judges in the matter, and the recommendation of the Council of Agriculture, receive either a gold medal with an extra diploma marked with the words "Distinguished Exceptional Merit," or, if he were a gentleman farmer of the second class described above, a certificate describing the facts and with the words "Distinguished Special Merit."

This discrimination between the actual farmer and the amateur farmer did not please Mr. N. Garneau, and in a debate which occurred on March 19th, he declared that the latter class produced better agricultural results than the former, and should not be debarred from competing for the gold medal. Mr. Dechène replied that this clause was dictated by the advice of the Judges of Agricultural Merit and the Council of Agriculture. It was thought that the farmer who had to work upon his own farm to produce improvements, in competition with the capital of the gentleman farmer and his greater opportunities, deserved special consideration and reward. The Hon. L. P. Pelletier supported Mr. Garneau's views and thought the medal should be awarded to the man who spent his money as well to the man who expended his labour. He took occasion to congratulate the Commissioner upon the manner in which he was following in the footsteps of his Conservative predecessors. The proposals of the Government were adhered to and finally approved by the Legislature.

The question of good roads—so intimately associated with farming affairs—came in for some discussion during the year in connection chiefly with Mr. James Cochrane's measure to provide for the improvement of the roads in the vicinity of, and leading to, the City of Montreal, and the raising of a fund for that purpose. It was presented to the Assembly on February 21st, and on March 16th a debate took place in Committee on the subject. Mr. J. A. Chauret moved to eliminate a clause which required farmers to have their wheel tires at least four inches in width in order to receive free passage through the tolls when carting certain products. He said the farmers of his county were bitterly opposed to this clause. Mr. Cochrane declared in reply that much of the horrible condition of the roads around Montreal in spring and autumn was due to the narrow tires in the vehicles used. They cut the roads up so that it was impossible to keep them in good repair. In many American States they were not allowed. Ultimately two years, instead of one, were allowed to the farmers in which to change their tires.

In connection with another part of the Bill which touched the matter of tolls, the Hon. Mr. Duffy read a letter from the Dominion Minister of Finance saying that it would reduce the revenue of the Turnpike Trust of Montreal, and injure certain securities held by the Province, and he therefore moved the elimination of the clause. This was carried, although Mr. Pelletier objected to receiving threats from Ottawa. The measure was then reported, and after several amendments had been rejected, was passed by the Assembly on March 21st, and by the Council a week later. In his Report of this year, the Commissioner of Agriculture stated in this general connection that within three years 6,000 miles of rural highways had been either opened or repaired in the Province.

Agriculture in Manitoba

According to the Report for 1900 of the Hon. R. P. Roblin, Minister of Agriculture and Immigration, which was submitted to the Legislature during 1901, the Province of Manitoba has 25,000,000 acres of land, "incomparable in

its virgin fertility, easy of cultivation and of which only 3,000,000 acres have yet been cropped." Partial crop failures in certain years were now being met by a system of mixed farming. The sentiment that live stock forms the basis of all agricultural success now pervaded the Province. "This sentiment, fully developed, will bring on its tide of prosperity, natural fertilizers and rotation of crops." During 1900 the number of beef-cattle exported was 16,500. There were 25,000 yearlings shipped to the ranches of the Territories and 3,000 to the United States. The Minister estimated that during the year 25,000 hogs were supplied for all purposes by the farmers of the Province.

Winnipeg, however, for its packers' use and for the fresh meat trade, could take at least 100,000 a year. The British Columbia market was waiting for them to supply cured meats, and could take another hundred thousand. Between 1893 and 1900 the live stock in the Province had increased from 88,000 horses to 118,629; from 173,250 cattle to 237,560; and from 50,700 pigs to 77,912. Sheep only showed a decrease—35,400 to 25,813. Meanwhile the exports of cattle had grown from 11,000 in 1894 to 44,500 in 1900. The expenditure on farm buildings was reported at $1,351,000 in 1900 as against $1,000,000 in 1892. The production of butter increased from 2,357,049 pounds, valued at $383,578, in 1899, to 3,338,431 pounds, worth $541,661, in 1900. Cheese increased from 848,587 pounds, worth $86,980, in 1899, to 1,021,258 pounds, worth $102,330, in 1900. There was also an increase in the numbers of poultry sold by the farmers, the figures in 1900 being 64,762 turkeys, 29,465 geese, and 270,005 chickens.

The year 1900 was a comparatively poor one in grain crops. From 1887 down the wheat production in eight years had run from twelve to eighteen million bushels. In 1891 it had been 23,191,599 bushels; in 1895 the crop was 31,775,038 bushels; in 1898 it was 25,913,155 bushels; and in 1899 it rose to 27,922,230 bushels. But in 1900 it was only 13,025,252 bushels. Some 2,000 men came from the East to help in harvesting this crop. The production of oats, which reached its highest figure of 22,555,733 bushels in 1895, and was 22,318,378 bushels in 1899, fell in the next year to 8,814,132 bushels. Similarly, barley, in the flush years of 1895 and 1899 showed 5,645,036 bushels and 5,379,156 bushels respectively, but had fallen in 1900 to 2,939,477 bushels. Some experiments were made during the year in the raising of sugar beets, but were not successful owing to the dryness of the season. The work of the Farmers' Institutes had been considerably extended, and the membership for 1900 numbered 1,028; the meetings held were 104; and the grant given by Government was $486.50. The Agricultural Societies numbered 48; their Government grants totalled $13,590; their other receipts were $25,450, and the amount paid by them in prizes was $20,821. Miscellaneous expenses were $19,626. Such were the salient points of Mr. Roblin's Report.

The Manitoba wheat crop of 1901 was phenomenal. The highest number of acres heretofore cropped had been 1,629,995, in 1899; but,

in July, it was announced that over two million acres were under crop, and the indications were reported as the most promising in the record of the Province. Toward the middle of August it was stated that many thousands of labourers from the other Provinces would be required to harvest the immense crop, which was then nearing readiness. It was hoped that many of these would stay and settle in the country, and in speaking to the Ottawa *Journal* on August 15th, the Manitoba Premier declared that a good percentage certainly would do so. "Those who will return East will be able to tell what they have seen, and in this way will do more good even than if they all stayed."

Before the crop was harvested, Mr. F. W. Thompson, Manager of the Ogilvie Milling Company, stated certain opinions in the Winnipeg *Free Press* of July 27th, which were of importance. "The financial results from this year's crop will, I think, bring forward this small Province of Manitoba as one of the richest agricultural districts of the world to-day, though less than one-tenth of the fertile lands are under cultivation. The day is not far distant when Manitoba will be producing as much wheat as the entire spring wheat crop of the United States." On September 3rd the wheat returns were stated to be 2,011,835 acres under cultivation, with a production of 48,857,-255 bushels. The product per acre was 24·28 bushels—the highest on record, except in the years 1887, 1891 and 1895. In 1900 it had only been 8·9 bushels. The official figures, as finally published in December, were better even than these estimates, and the general production of the Province was given as follows:—

Product.	Total yield in Bushels.	Acres under crop.	Average yield to the acre.
Wheat	50,502,085	2,011,835	25·1
Oats	27,796,588	689,951	40·3
Barley	6,536,155	191,009	24·2
Flax	266,420	20,978	12·7
Rye	62,261	2,707	23
Pease	16,349	879	18·6
Potatoes	4,797,433	24,429	196
Roots	2,925,362	10,214	286
	92,902,653	2,952,002	

The poultry disposed of by farmers during the year 1901 included 77,220 turkeys, 33,940 geese and 306,365 chickens. The butter marketed was 1,748,090 tubs, valued at $395,965. The dairy butter was valued at $395,540; the creamery butter at $442,424; the cheese product at $88,348. The live stock in the Province was placed at 142,080 horses, 263,168 cattle, 22,960 sheep and 94,680 pigs. Speaking of this splendid agricultural record and production, for a population of not much over 200,000 souls, in a Province whose land area was only 64,000 square miles, the Toronto *Globe* of December 16th quoted some recent correspondence in its columns as showing that out of 2,800,000 acres in the Red River Valley, only 550,000 acres had ever been cultivated; that of the 4,600,000 acres between the main line of the Canadian Pacific Railway and the border of Dakota, west

of the Red River Valley, only 800,000 acres had been cultivated. North of the Canadian Pacific Railway again, and within reach of railways, was another fertile region of 4,600,000, acres of which only 500,000 acres had been placed under cultivation. There was still room in Manitoba for thousands of comfortable homes and prosperous farmers.

During the year the question of constituting an agricultural college for Manitoba, based upon the Ontario one at Guelph, was discussed, and at the annual Convocation of Wesley College in Winnipeg, on June 9th, the Premier stated that it was the intention of the Government to shortly appoint a Commission to inquire into the matter—which had been for some time one of the planks in the platform of the Provincial Conservative party. Later on a Committee was formed to report upon the project, and the members included the Hon. Thomas Greenway, Leader of the Opposition; the Rev. Principal Patrick, of Manitoba College; Mr. J. A. M. Aikins, K.C., Mr. H. C. Simpson, of Virden; Mr. J. A. Miller, of Manitou; Mr. G. Halse, of Brandon, and Mr. H. Irwin, of Altona. In approving of the idea, the Winnipeg *Telegram*, of August 8th, declared that the standard of entrance should admit anyone who could read and write. "Agriculture and horticulture must undoubtedly be taught, and attention should be given to stock-raising, dairying, arboriculture, fruit-growing, and perhaps landscape gardening. Some knowledge of chemistry, entomology, bacteriology and veterinary science should also be obtainable." The women's work on the farm should also be considered, and their duties dealt with in method and practice.

Agriculture in the Territories

Mr. G. H. V. Bulyea, M.E.C., Commissioner of Agriculture in the North-West Territories, presented his annual Report to the Lieutenant-Governor on March 1, 1901. The statistics showed a considerable decrease for 1900 over the preceding year, in most of the chief lines of production. Reasons varied in the different Districts and Territories, but climatic changes seem to have been the main causes. Taking a three years' period as presenting the most fair view of the matter, it was found that wheat showed a product of 5,542,478 bushels in 1898, 6,915,623 bushels in 1899, and 4,028,294 bushels in 1900. The acreage was respectively 307,580, 363,523 and 412,864, while the yield per acre was 18·01 in 1898, 19·02 in 1899, and only 9·75 in 1900. In oats the production was 3,040,307 bushels in 1898, or 28·93 to the acre; 4,686,036 bushels in 1899, or 34·81 to the acre; 4,226,152 bushels in 1900, or 24·08 to the acre. In barley the production was 449,512 bushels, or 26·29 to the acre in 1898; 337,421 bushels, or 23·62 to the acre in 1899; 353,216 bushels, or 20·72 to the acre in 1900. Some progress was made in the work of the nineteen Government creameries during the year. The number of pounds of butter manufactured increased by 135,000, while the quantity of milk supplied diminished and the quantity of cream increased. The patrons numbered 1,169 in 1900, and the pounds of butter made were 637,052, as against 501,907 pounds in 1899 and 484,948 pounds in 1898.

The prices of cattle varied throughout the Territories during the year. Freights averaged $13 per head, as compared with $8 in 1899, while the price of hay advanced $2 per ton. Export cattle from the Calgary and Lethbridge districts brought about $50 per head, while $40 to $42 per head were paid for light cattle. Elsewhere prices went from $40 to $45. As a general rule the stockmen obtained $50 per head for four-year-olds and $45 for three-year-olds. Yearlings ranged from $16 to $18, and two-year-olds from $23 to $27.50. The total export of cattle from the Territories in 1900 was 55,129 head, as compared with 41,471 in the previous year. According to Mr. C. W. Peterson, Deputy Commissioner of the Department of Agriculture: "An interesting feature of the cattle business in the Territories is the movement from Ontario, Manitoba, and the farming districts of the Territories to Southern Alberta and Western Assiniboia. The importations from Ontario amounted to 11,434, from Manitoba 24,896, from Saskatchewan 738, from Eastern Assiniboia 4,996, and from Northern Alberta 222; making the total influx of cattle into the ranching districts of the Territories, 42,286."

The sheep industry of this region was, in 1900, a prosperous one, the total stock being 225,000, the home market for wool favourable, and the export market for mutton unlimited. Yet there was no tendency to expansion in the industry, and upon this fact Mr. Peterson comments strongly. "When one comes to consider the large tracts of country in Western Assiniboia and Southern Alberta admirably adapted to sheep-raising on a large scale which have never been utilized, and the crowded condition of the ranges in the United States, it seems surprising that the sheep stock of the country should be decreasing rather than increasing." He urged the development of a high quality chilled-mutton trade with Great Britain. The bulk of the mutton produced during the year went to British Columbia, and some large shipments of Assiniboia sheep to Winnipeg. In swine the Territories were reaching the point of supplying the local demand. During 1900 only 670 head of hogs were imported, as against 1,925 head in the previous year. Extensive pork-packing establishments had been erected at Edmonton and Calgary.

For 1901 the figures concerning grain were very different from those of 1900. The harvest was like that of Manitoba—unique in its quantity and quality. So large was it that exact returns as to the amount threshed could not easily be obtained by the Government, but they were able by the end of the year to make estimates which were officially stated to be reliable. The following table of production speaks for itself:—

Product.	Assiniboia.	Saskatchewan.	Alberta.
Wheat, 1900	3,021,027	424,644	572,623
" 1901	10,868,696	829,737	977,900
Oats, 1900	1,239,478	305,997	2,620,677
" 1901	4,399,200	579,543	6,134,324
Barley, 1900	57,306	61,192	234,718
" 1901	200,449	91,637	444,633

The total production of wheat for 1900 was, therefore, 4,028,294

bushels, and for 1901, 12,676,343 bushels. Oats increased from 4,226,152 bushels to 11,113,066 bushels, and barley from 353,216 to 736,749 bushels. The total increase was from 8,607,662 bushels to 24,426,158 bushels.

Agriculture in Nova Scotia

On March 13th the Hon. Mr. Murray introduced in the House of Assembly at Halifax, a measure for the encouragement of horticulture. It would enable the Government, he explained, to appropriate a sum not exceeding $1,000 for this purpose and it was proposed to obtain experimental plots in the various counties and hold public gatherings of the farmers at which instruction might be given as to the planting and care of the trees grown thereon. Fruit trees were not easy things to buy and the average farmer had no knowledge upon the subject and was apt to be deceived by agents. The stock grown on these experimental grounds would be scientifically selected and instruction in the making of an orchard given by men thoroughly familiar with the matter. The experiment would cost very little and he hoped the result would be an aid to fruit production in the Province.

Mr. C. E. Tanner, the Opposition Leader, believed that Nova Scotia could equal any country in the world in the production of apples, pears and small fruit such as plums. He was not sure as to the value of the Government's proposal and was inclined to suspect political scheming behind it. He doubted whether farmers would leave their work to come and see some trees planted on a selected spot. It would be better to go upon existing lines and give more aid to the agricultural or fruit societies of the Province. The main thing was to give the farmer facilities for procuring good stock either through existing societies, or by inducements to the nurserymen, or by the establishment of nurseries on the Government Farm at Truro. The trees which thrived best in the Province were not those grown in and often imported from the States. He thought the proposal as a whole was a mistake. The Bill, however, became law in due course.

Speaking at the annual meeting of the Nova Scotia Fruit Growers' Association on February 13th, Mr. J. W. Bigelow, the President, made an estimate of the fruit crop of the Province. He placed the annual average value at $1,000,000; the net receipts for apples sold to Great Britain in 1899 were placed at $800,000, and in 1900 at $200,000; the value of the orchards now bearing (9,000 acres at $500 per acre), was $4,500,000; the annual additional value to the permanent wealth of the Province by young orchards was estimated at $1,000,000; the number of men employed in fruit culture were stated to be 7,000, and the number employed in industries collateral to the cultivation of fruit were placed at 4,000; the freight paid for fruits to railways was $60,000, and to steamboats $200,000. President Bigelow referred in denunciatory terms to the troubles of the fruit growers in connection with transportation and summed up the situation as follows:—

"*First.*—That the Halifax and St. John merchants have had and always will have sufficient influence with any Government to subsidize a line of boats to London for their own benefit, even if they are

totally unfit to carry apple cargoes, or whether they carry any apples or not—hence fruit growers need no longer contest the subsidy question.

"*Second.*—The Line subsidized this year by petition from, and for the benefit of fruit growers, from Annapolis, has given the worst service of any in the trade for twenty years.

"*Third.*—All attempts to combine fruit growers to form a shipping company for their own interests have failed. A Commissioner appointed by the Government to inspect all steamers carrying apples, with power to prevent shipment of inferior fruit in unsuitable vessels, improper storage, etc., would remedy much of the wrong complained of, and would this year have saved fruit growers in Nova Scotia over $100,000."

Mr. Peter Innes followed in a strong speech along the same lines; quoted resolutions passed by the Kentville and King's County Boards of Trade; and moved a long resolution appealing to the Dominion Government for relief from the disabilities under which they suffered, and for a Royal Commission to inquire into the grievances and to provide for both the employment of suitable steamers and the proper regulation of freight rates. It passed after some discussion.

The annual Report of the Department of Agriculture was presented to the Legislature on March 15th, by the Hon. Mr. Murray. He described the progress of this industry as having been very marked and by way of illustration instanced the growth of Agricultural Societies. In 1864 there were 37 in the Province with 3,744 members, who subscribed $1,859, and received a Government subscription of $3,010. In 1894 the number was 80 with 3,986 members and subscriptions reaching $4,424 from members and $8,000 from the Government. At the close of 1900 there were 131 societies, with 7,362 members, whose subscriptions amounted to $9,322. The Government grant was $10,000. These societies devoted themselves chiefly to the improvement of live stock and the Secretary of the Department of Agriculture had reported to him that competent judges from Ontario and the United States, who visited the Halifax Exhibition in 1897 and in 1900, stated that Nova Scotia had made as great progress in cattle, sheep and swine as any Province or State they had visited. A later statement showed 23 cheese factories with 1,203 patrons. The amount of milk received was 10,205,862 pounds; the amount of butter made was 273,626 pounds, and of cheese, 365,205 pounds. The value of the two dairy products was placed at $112,000.

A week later Mr. Murray proposed the second reading of his Bill for the establishment of an Agricultural and Horticultural School. It was done by agreement with the Governments of New Brunswick and Prince Edward Island, and empowered the expenditure of $50,000 for buildings and farm lands. As it was to be located in their Province, the capital expenditure was to be borne by Nova Scotia. The annual expenditure was to be based upon the population of the different Provinces, and was limited to $10,000. The population of Nova Scotia was placed for the purposes of this measure at 500,000;

that of New Brunswick at 400,000; and that of Prince Edward Island at 100,000. He was not quite sure that the other Legislatures would approve of the location in Nova Scotia, but he hoped for the best. If approved and accepted, the annual expenditure upon the project would be $5,000 by Nova Scotia, $4,000 by New Brunswick and $1,000 by Prince Edward Island. The Bill passed in due course.

An Act was also proposed by the Premier, and duly carried, for the further encouragement of Dairying. An annual expenditure of $7,000 was provided for the purpose of establishing schools where special instruction in this subject could be given, and for equipping with plant and machinery any new creamery which would undertake to annually manufacture for five years not less than 20,000 pounds of cheese. During the year an immense number of meetings were addressed by Mr. B. W. Chipman, Secretary for Agriculture, and Professor Sears, of the Wolfville School of Horticulture. A travelling dairy also carried on extensive operations during the summer season. An effort was made in the Legislature to do something in the direction of compelling farmers to use wide tires for their vehicles, but it was found to be rather a serious undertaking, and the measure was withdrawn. The importance of the question is indicated by an editorial extract from the Canadian *Orchardist*, of Wolfville, written on March 19th:—

"They," (the roads) "are allowed to go too long without repair, and then when they are put into repair, what has been done is washed away by the fall or spring rains, or dug away by the narrow-tired wagon. . . . With narrow-tired vehicles it is an impossibility to have good roads, and we will not have them until the use of wide tires is made compulsory."

Agriculture in New Brunswick

In the Legislature at Fredericton on March 8th, the Hon. Mr. Tweedie explained the terms of the Government's proposed Cold-Storage Bill. It was a measure guaranteeing the principal as well as the interest on bonds amounting to $60,000 issued by a local Company for the purpose of building a cold-storage warehouse in St. John. During the preceding year they had tried to float these bonds, but had only been offered $42,000. The guarantee of interest alone was, therefore, not sufficient, as all kinds of bonds were selling lower than a few years since, and financial men were slow to take up a new project of this kind. Under present arrangements the Government held the property of the Company until the bonds and all the interest due thereon was paid. The profits were to go toward the payment of interest, and any surplus toward the creation of a sinking fund for the redemption of the bonds. "Refrigerator cars would be placed on the Intercolonial Railway, which would convey goods intended for cold-storage directly to St. John, where they could be stored until required."

Mr. Douglas Hazen, the Opposition Leader, thought that the measure went too far. The original guarantee was sufficient, and the failure to float the bonds indicated a lack of commercial value in the

scheme. The Hon. Mr. Pugsley, Attorney-General, commended the Company for not accepting the offer of $42,000. The lowest estimate for the construction of this warehouse was $87,500, so that the Government was only guaranteeing a portion of the cost, and at the present rate for 3 per cent. bonds only $50,400 would be realized, so that the Company would have to put up over $37,000 of their own money in any event—apart from the working capital necessary. "The rates would be under Government control. The practical result is that the public gets all the benefit of cold-storage at a low rate." Mr. Douglas Hazen contended in reply that there was nothing in the Bill to compel the Company to expend more than $60,000. Yet the Government now claimed that the enterprise would cost $87,000. He, himself, believed that sidings and other expenses would come to $15,000 more than the latter amount. He thought the control of rates was not satisfactorily assured. The measure passed in due course.

On March 20th the Hon. L. P. Farris, Commissioner for Agriculture, reported to the House upon various matters connected with that interest. Three new Agricultural Societies had been organized during the year 1900, making the number 59, with a membership of 4,539, and subscriptions of $6,361. Six new roller mills had been erected, making a total of 19 now in operation. Of wheat, 504,301 bushels had been grown, at an average slightly over 18 bushels to the acre. The oat crop also showed an increase over the preceding year, and the total production was 5,281,690 bushels, or an average of 29½ bushels to the acre.

The cheese factories in operation were 54, making 1,882,432 pounds of cheese, at a value of $189,706—an increase of $32,200 over the preceding year. There had been 33 butter factories in operation, producing 462,606 pounds, valued at $94,618. This was also an increase—$36,124 in amount. Of the total value in cheese and butter produced, $170,000 worth was exported out of $284,324. In the matter of agricultural education there had been 73 meetings of Farmers' Institutes, attended by 10,322 persons. It was now proposed to extend the work of these associations. The House then passed, in Committee, $2,500 for Institute meetings, $4,500 for the encouragement of dairying, and some $3,000 for specified agricultural purposes.

Six days later, Mr. James Russell, Chairman of the Agricultural Committee of the House, submitted a report expressing satisfaction at the growing figures of production and at the work done by the Farmers' Institutes. Pleasure was also expressed at the encouragement which was being given to the breeding of better stock throughout the Province. "Your Committee note with satisfaction the large and continued increase in the amount of cheese and butter manufactured in the Province, and the very satisfactory prices obtained for these products last year. By the instruction given to makers at the Provincial Dairy School, and the efforts of the travelling instructors, the quality of both cheese and butter manufactured in factories has

been kept up to a high standard, and consequently the product has sold for top prices both in the local and English markets."

This general growth in agricultural matters was a cause of occasional self-congratulation during the year, and on August 5th the St. John *Gazette* pointed to the fact that fifteen years before there had been practically no dairying interest in the Province and very little hope of an agricultural future. "The adoption of improved methods of agriculture has removed any doubts that may have existed in this line, as it has been clearly demonstrated that agriculture under favourable conditions is a good paying business in this Province." There was still a large local market for oats and other cereals available, and though the production of wheat had been doubled in three years there was room for it to double again before this demand was met.

During the summer, on June 11th, the Commissioner of Agriculture, and the Hon. C. H. Labillois, Commissioner of Public Works, in the course of a general tour, visited Edmundston, in the county of Madawaska, and were presented with an Address by the local Agricultural Society, which declared that the wise assistance given by the Government to butter and cheese factories, to stock breeding and to the flour mills, was largely responsible for this development. Both members of the Government, in reply, declared that this policy would be continued, and Mr. Farris added an expression of belief that the work of agriculture in the Province was only just begun. He expected much from the agricultural societies and meetings, which would be steadily encouraged from year to year until the education along productive lines had brought the agriculture of New Brunswick up to the level of the other Provinces of Canada.

In the Legislature, on March 30th, the matter of the Maritime Provinces' Agricultural College was discussed. The Hon. Mr. Tweedie stated that it would be located in Nova Scotia, and that the Province would pay all capital expenditure on buildings, etc. It would cost $10,000 a year to maintain, and of this New Brunswick would contribute $4,000, with the privilege of sending as many students to the College for free tuition as it desired. The course would be shorter and less ambitious than that of the Guelph Agricultural College, but, he believed, equally efficient. It would be a better institution than if established by only one Province. Mr. J. K. Flemming did not like its location outside of New Brunswick. The Hon. Mr. Pugsley stated that the grant would continue seven years, and then, if satisfactory, could be discontinued. The Province would be represented upon the Board of Governors.

The official Report of the Hon. Mr. Farris for the year 1900 contained a large amount of information in this connection, and was issued at Fredericton under date of January 1, 1901. The Commissioner commenced by reporting "a successful year for every branch of industry," and that the Province "seems to be in the most prosperous condition it has been in for years." The South African war had brought a great demand for hay and oats at fair prices, and cheese

and butter had found a ready market in England. In fact, since the opening of the war "every manufacturing industry in Canada, making goods wanted by England, has had a preference over other countries." Buckwheat had been a light crop for two successive years, and fruit raising had been steadily developing. "There is no reason why this Province should not take one of the first places as a fruit producing country." The increase in the output of pork-packing establishments had been marked, and every effort was being made to encourage the production of the bacon hog as bringing a better price than heavy pork. More attention had been given to the hitherto neglected matter of poultry raising; and chicken fattening stations had been formed in different parts of the Province. The following were the chief agricultural products during the year as compared with 1899:—

Product.		1899.	1900.
Wheat	(bushel).....	491,810	504,301
Oats	"	5,147,691	5,281,690
Barley	"	114,183	120,222
Buckwheat	"	1,413,018	1,527,610
Potatoes	"	4,071,200	4,797,769
Turnips	"	1,507,917	1,950,424

Agriculture in Prince Edward Island

At a meeting of the Charlottetown Board of Trade on March 7, 1901, a lengthy resolution was passed recapitulating the dependence of the Province upon its agricultural resources; the suitability of the soil and climate for raising the best kind of sugar beets, as demonstrated by experiment and analysis; the fact that a company had then formed for the development of this industry and had announced their intention to establish a factory in the Island provided that the Federal Government would pay them a bonus of one per cent. per pound; the benefits which would accrue to the farmers, labourers and business men from such a policy as well as from the expansion of trade and the consequent increase in transport over the Island Railway, which is a Government property. It was, therefore, resolved: "That in view of securing to the Island the establishment of a beet-sugar factory we urge upon the Dominion Government the necessity of a bounty of one per cent. per pound for a term of three years, on the beet sugar manufactured within this Province, in order to foster and sustain this contemplated industry during the preliminary stage." The Federal Government, however, would not go farther than the admission of machinery free.

On April 4th, the Hon. Mr. Rogers, as Commissioner of Agriculture, presented the following motion to the Legislature: "Resolved that it is desirable to introduce a Bill to provide for the appointment of a Professor of Agriculture with annual salary to be fixed by the Lieut.-Governor-in-Council; and for the organization of agricultural societies throughout the Province; and for the encouragement of the various branches of the farming industry of this Island by an annual grant of public money to be distributed to such societies in proportion

to the number of their paying members." In this matter, the Commissioner said, the Government was following the policy of other Provinces and the recent advice of the Hon. Mr. Dryden, of Ontario, to consider chiefly in connection with agriculture the three points of organization, education, and co-operation. The plan was experimental and would combine the systems of Nova Scotia and Ontario. Each agricultural society must have a membership of fifty, paying a fee of fifty cents, before the Government grant of $50 was paid. Their estimate was that thirty-nine societies would ask for this grant and involve an expenditure of $1,950. The Professor of Agriculture had already been appointed at the Prince of Wales' College, and his duties would be the giving of instruction in the College, the management of the Government Farm, the giving of lectures throughout the Province, the improvement of stock-breeding and filling the post of Secretary of the Department.

The Hon. Mr. Gordon, in speaking for the Opposition, declared that agriculture was the chief industry of the Island and that "the Government should provide good markets." He considered that the farmers of the Island were now making rapid strides and setting the pace, in fact, for the other Maritime Provinces. He was not, however, sure that this measure would do much good. The Hon. Mr. Farquharson stated that his Government was carrying out their promises to the people. Immense quantities of produce were now being exported. With the present state of the market, and provision for steamers and cars fitted with cold storage, there must be still brighter prospects.

The Hon. Mr. McLeod thought that the best men should be appointed to control the agricultural development of the Province. The recent visit of the Hon. Mr. Dryden, of Ontario, had done much good, but the new Commissioner would have a difficult task before him. He hoped the Stock Farm would be improved and eventually merged into a Dominion Experimental station. Mr. D. P. Irving supported the measure. On April 9th, the debate was continued and Mr. A. J. McDonald declared that the Stock Farm was not only running into debt but was running in opposition to the local breeders. He thought it was of no service to the Province. Farmers' Institutes were hard to keep together and, while he hoped for the best, he considered the chances were against their doing much good in this case. He considered that the true policy would have been some encouragement to the Dairy industry.

In this connection Mr. J. A. Mathieson followed and thought that a Stock Farm aided by Government should not be continued in competition with the very men who had in the earlier stages benefitted by its efforts. He doubted whether the farmers would approve of further taxation for the purposes of the resolution. Mr. J. F. Whear thought the proposed appropriation was not large enough. On April 10th, the discussion was resumed and Mr. George Simpson expressed his belief that the Government was not doing enough for agriculture. He charged the Opposition with opposing an expenditure of $2,000 upon the chief industry of the Island and

yet supporting an expenditure of $130,000 upon Education. Captain Reid pointed out that in Nova Scotia $35,000 a year was spent upon Agriculture. The Premier stated at this point that systematic work was their object and it could only be obtained by organization. The finances were in a satisfactory condition and this sum could be well spared by the people. Moreover the Commissioner of Agriculture could not possibly look after all these varied matters himself and without assistance. Mr. A. J. McDonald followed and claimed that the Farmers' Institutes could be formed without this expenditure. Mr. M. Smith, as a practical farmer, supported the Government and the debate closed by the Opposition Leader stating that they did not oppose the resolution but the appointment of two men—the Commissioner and the Professor—where one would do. It then passed unanimously and a Bill founded on the resolution was presented and ultimately became law.

During the discussion which followed in the press, Opposition papers urged that this Act would interfere with and upset the existing Farmers' and Dairymen's Associations and the Island Horticultural Society. They were doing good work, and, according to the *Examiner*, there was no need to introduce new organizers. Following this legislation, Mr. E. J. McMillan was appointed Secretary of the Department of Agriculture and Superintendent of the Stock Farm. In the latter institution he found some seventy-five head of pure-bred cattle, and to it he soon added the work of an experimental farm. At the same time the Commissioner of Agriculture went through the country organizing Farmers' Institutes, and on September 9th there appeared in the *Guardian* a lengthy article from his pen describing the resources and progress of the Island in this connection.

His first statement was of interest. "With the exception of about a million dollars annually from the fisheries, the total wealth of Prince Edward Island may be said to be produced on its farms." Commerce and manufactures were dependent on the farms, the forests had gone and there were no mines or minerals. The Island farmer was now selling more of finished products, such as butter, cheese, beef and bacon, than of raw materials like hay, grain or potatoes. The country was specially adapted for dairying, and much credit for existing progress was due to Professor J. W. Robertson, of the Experimental Farm at Ottawa. They were now supplying their own market with beef and exporting considerable to the neighbouring Provinces. Sheep-raising was becoming a paying business and hog-raising had been greatly stimulated by the good prices of the past two years, and the new packing-house in Charlottetown. Horses had been a staple commodity but were now insignificant in production. The trade in dressed poultry was slowly growing. He urged improved methods, a more extended system and more cultivation of orchards.

Meanwhile, in March, official statistics were made public of the work done by the cheese and butter factories in 1900. The figures showed 59,901,455 pounds of milk received; 4,431,739 pounds of

cheese made, $446,054 as the gross value of the cheese; 578,726 pounds of butter made, and $123,052 as its gross value. In 1899 the value of the butter made had been $139,057, and of cheese $376,060.

Agriculture in Parliament

In reply to an inquiry by Mr. David Henderson, of Halton, the Hon. Mr. Paterson, Minister of Customs, stated in the House of Commons, on March 11th, that the total export of Canadian cattle to Great Britain in 1894-1900 was 735,204 in number, at a value of $48,471,963, and an average price per head of $65.93. To the United States in the same period the number was 233,660, the value $3,718,435, and the average price $15.91. The average price to Great Britain had decreased from $78.43 in 1894 to $66.12, in 1900 and increased to the United States from $14.34 to $17.98. Figures were given of the export of other animal products to Great Britain, and the relative values in 1898-1900, as follows: Butter increased in quantity from 10,000,000 pounds to 24,317,436 pounds, and in value from $1,915,550 to $4,947,000; cheese decreased in quantity from 196,220,771 pounds to 185,627,757 pounds, and increased in value from $17,522,681 to $19,812,670; bacon and hams increased in quantity from 85,208,562 pounds to 134,949,129 pounds, and in value from $8,029,482 to $12,749,175; eggs decreased in number from 10,280,466 dozen to 10,109,383 dozen, and increased in value from $1,244,051 to $1,447,030.

On March 15th Sir Richard Cartwright described the advantage to farmers and to Canadians, generally, of trade with Great Britain over trade with the United States. "Man for man and family for family, our trade with the 40,000,000 of people in Great Britain is very much more profitable to us than our trade with the 70,000,000 people of the United States." We sold to the former about $96,000,000 worth and to the latter about $60,000,000 worth per annum—to the one country $2.50 per head and to the other 80 cents per head of its population. Mr. Clarke Wallace, on March 18th, went at length into the tariff relations of the two countries as they affected the agricultural interests of Canada. The best way to live on amicable terms with the people of the United States was to look more closely to our own interests. "Let us make a tariff that will suit ourselves, and if the American people charge high duties on Canadian products let us protect our farmers by charging high duties on their products." He then quoted a large number of items upon which the American duty was higher than the Canadian. They may be tabulated in part as follows:—

Product.	Canadian Duty.	American Duty.
Eggs	3 cents a dozen	5 cents a dozen
Butter	4 " pound	6 " pound
Cheese	3 " "	5 " "
Apples	40 " barrel	75 " barrel
Beans	15 " bushel	45 " bushel
Potatoes	15 " "	25 " "
Barley	14 " "	30 " "
Indian Corn	Free	15 " "
Oats	10 cents a bushel	15 " "
Wheat	12 " "	25 " "

"As to live stock they charge duties which if not prohibitory are enormously large. On horses their lowest duty is $30 apiece. This is when horses are worth under $150, but if they are over that the duty is 25 per cent. On cattle they charge 27½ per cent. on those over a certain age. On live hogs the duty is $1.50 per head. The effect of all these things is to shut the Canadian farmer out of the United States market, while the American farmer has easy access to the Canadian market, and takes advantage of it, too." He urged protection to the market gardeners of Canada, who were crushed by the climatic conditions to the south of us, and instanced the pork and beef industry as one which had been built up by judicious protection against American competition. In the same way the $1,815,000 worth of agricultural implements imported from the United States in the preceding year should have been made at home under a sufficiently protective duty.

On March 28th, Mr. Henderson, of Halton, referred to the great expansion in the production of hogs during recent years and, incidentally, to his belief in the value of protection in bringing about this result. In 1889 the farmers were unable to hold their home market against American competition and the duty was increased upon hogs, mess pork, fresh pork, bacon and hams. In 1890 there were 36,000,000 pounds of hog product imported from the United States. In 1900 only 12,000,000 pounds were imported. In 1889 only 4,000,000 pounds of hams and bacon were exported; in 1900 there was an export of 135,000,000 pounds. The home market had thus been preserved, he concluded, and the British market cultivated.

The Export of Live Cattle

Despite the exclusion of Canadian live cattle from the British market and the necessity of slaughtering them before selling, the trade has continued to grow. The year 1901 showed the largest export of cattle on record, the total to Great Britain being 119,050 in number and $8,028,476 in value. The total export was $9,064,562 in value. Meanwhile, however, as a result of the removal of the quarantine at Washington, enacted as in England from a fear of pleuro-pneumonia, the export to that country had increased from almost nothing in 1896 to 86,989 head, valued at $1,401,137, in 1900. In the succeeding year there was another change and an increase of about half a million to Great Britain, with a decrease of almost the same amount to the United States. In his Report to the Dominion Government, dated at Liverpool on April 20, 1901, the Canadian agent there had anticipated an increase in this trade owing to the Argentine Republic having had its stock scheduled in the same way as Canada. Incidentally, Mr. Mitchell took occasion to say that "it cannot be too strongly impressed upon the Canadian cattle trader that an improvement in quality would be nearly all profit, well-bred animals put on flesh more easily, and all charges, freight, handling and commission are the same in one case as the other."

A discussion took place in the House of Commons at Ottawa, on

May 9th, regarding the slaughter of Canadian cattle at British ports. The Minister of Trade and Commerce Sir R. J. Cartwright, in reply to questions, stated that the privilege of landing cattle alive and slaughtering them afterwards was not easy to obtain. The Imperial Government were very chary about granting this privilege—perhaps because of protests from the British or Irish farmer. Mr. Hughes pointed out that large numbers of cattle were slaughtered at Liverpool and hundreds of tons of meat shipped to Belfast. What was the difference in the end? The Minister of Agriculture, Mr. Fisher, stated that he had done his best through the High Commissioner and others but the privilege had been flatly refused. The influences were too powerful to overcome. The scheduling of Canadian cattle had occurred in 1892 and the Amending Act of 1893 required that the cattle should only land at certain specified ports including Liverpool, Glasgow, Manchester, Cardiff, Bristol, London, Newcastle and Dundee. Belfast was not included. As to the scheduling matter he had made strong protests against the measure as unjust, almost libellous, against Canadian cattle and exporters. A Memorandum on the subject was now on the way and he hoped to follow it up shortly in person. "We say, and I think I can prove, that there has never been in the Dominion of Canada a case of contagious pleuro-pneumonia. The excuse given for the scheduling of our cattle in England was the supposed finding in 1892 of three cases of what the English veterinaries called pleuro-pneumonia; but our veterinaries in this country took the opportunity of examining the lungs of those animals and they were strongly of opinion, and asserted it strongly, that they were simply cases of what is called transit pleuro-pneumonia and which is not contagious."

Such a disease could not have occurred in this way without spreading in some measure at least and yet from that time to this no trace of the trouble has been found in this country or in the 800,000 head of carefully-inspected cattle which have been exported to England and slaughtered there. "It is unfair and improper for the Government at the centre of the Empire to cast such an aspersion upon an important part of the Empire." Mr. Hughes spoke again upon the subject and pointed out that owing to shortness of haulage and cheapness of rates Russian cattle actually entered the British market on better terms than those of Canada. If the present arrangement—limited as it was—applied to British ports, why should it not be extended to those of Ireland? Mr. David Henderson thought that the Government should have obtained the right to export cattle to Great Britain without slaughtering them at the port of debarkation as a return for the Preferential tariff. On the 400,000 cattle which had been sent over since 1897 the loss on this account was probably $15 per head or a total of $6,000,000 lost to the farmers of Canada. Mr. Jabel Robinson referred to the causes of this depreciation in value. It occurred largely from the shrinkage in weight during the voyage. "If the graziers (in Great

Britain) were allowed to purchase the cattle and fatten them on their farms, these cattle would bring nearly as good prices as fat cattle." He urged the establishment of abattoirs in Canada where cattle could be slaughtered and the dead meat shipped to England. A great industry might be created and a subsidiary one connected with hides and leather encouraged. Mr. Clarke Wallace pointed out that the existence of this disease in the United States was one of the reasons for the exclusion of Canadian live cattle.

When the Hon. Mr. Fisher was in England, later on, he referred to this subject upon several public occasions, and in an interview in the Glasgow *Herald* of June 21st, stated that since 1892, when the privilege of landing and selling live cattle from Canada was abrogated, there had been complete veterinary supervision of Canadian herds and not a single case of contagious pleuro-pneumonia, nor even of foot and mouth disease, had been discovered. Moreover, out of 800,000 head of cattle slaughtered in British ports under official British inspection, not a single case of disease had been reported. "In view of these facts we consider that the view that Canadian cattle should be excluded in order to safeguard the health of British cattle is untenable. The people of Canada feel that this is a reflection on the health of their cattle, that it is unjust, and that the embargo ought to be removed." He believed from representations made that there was a fairly strong feeling of sympathy with the Canadian people in this matter, and he expressed the strong hope that the restriction would soon be removed. A deputation which waited later upon the authorities in London, in this connection, were, however, positively refused any relief.

Between 1874 and 1900 the Canadian export of cattle was 2,582,547 in number, and $141,921,190 in value. Of the total $122,410,984 worth went to Great Britain, and $13,791,975 to the United States. In 1874 the export to Great Britain had been $142,200, and to the United States $724,254; in 1884 it was, respectively, $4,631,767 and $893,759. In 1894 the proportions were $6,316,373 to Great Britain and $3,771 to the United States; in 1900 there was another development and the two countries received, respectively, $7,579,080 and $1,401,137. Of cattle, in 1901, Great Britain took from Canada $8,028,476 worth, while the United States took $891,340 worth. The numbers in 1874 were 63 to Great Britain and 36,671 to the United States; in 1884, 53,962 and 30,593, respectively; in 1894, 80,531 and 256; in 1900, 115,056 and 86,989; in 1901, 119,056 and 46,244, respectively.

The Beet Root Sugar Question

During the year the subject of developing a great industry in this connection was widely discussed, especially in Ontario, where a number of meetings were held, and the general question of local bonuses and the co-operation of the farmers in the raising of beets was considered. One important Company was organized in Toronto with a capital of $1,000,000, and men such as Messrs. Robert Jaffray, Hugh Blain, H. M. Pellatt, W. J. Gage and S. F. McKinnon on the Board of Directors.

In the Ontario Legislature, on February 21st, the Hon. John Dryden moved a measure granting $75,000 per annum for three years for the purpose of encouraging beet root sugar production in the Province. This amount was to be distributed in specified sums under defined conditions to those who should erect suitable buildings and install the necessary plant for the refining of sugar from beet roots in any part of Ontario. When the third reading of the Bill came up on April 10th, after sundry amendments in Committee, Mr. G. M. Boyd, seconded by Mr. Henry Eilber—both Conservatives—moved that "this House, while approving of the general provisions of the Bill, regrets that it contains no provisions securing directly to the farmers producing sugar beets, a reasonable bonus, or bounty, on each ton of beets produced and sold by them." The amendment was rejected by 46 to 34 votes and the measure then passed the House.

On February 25th in the House of Commons at Ottawa, Dr. T. S. Sproule, who for many years had been engaged in farming and milling, as well as in the practice of medicine, and had represented East Gray since 1878, proposed that a bounty should be given to the manufacture of beet-root sugar. In an elaborate speech he pointed out the two methods of encouraging industrial development—a protective tariff and a system of bounties. The former plan had, for instance, promoted efficiently and largely the manufacture of furniture in Canada. The latter had in a similar degree encouraged the iron industry. As to a market for beet root sugar, he said: "I find that last year we imported no less than 312,626,731 pounds of sugar and molasses for home consumption, representing a value of $8,361,000, which was paid in Canadian money for a product which is consumed in Canada and which could just as well have been made by the people of Canada."

Regarding the possibility of properly growing beets in this country the speaker pointed out that tests had been carried on along this line for more than a dozen years and had proved conclusively that "the climatic conditions and the soil of Canada are admirably suited to the growing of the sugar beet." In Germany where this cultivation had been gone in for extensively, the highest average in twenty years was 11·70 tons to the acre; in Ontario last year the average was 20·75. The German ton was 200 pounds heavier than the Canadian but that fact still left a very substantial difference in favour of Ontario.

Dr. Sproule then took up the question of profit to the farmer. "With an average crop of 15 tons of sugar beets to an acre, at $4 a ton, the farmer would receive $60 an acre for growing sugar beets," as against $18.25 for growing wheat, $15 for peas and $12.50 for oats. He stated that in the little town of Green Valley, Ill., the 500 population received $35,000 from the neighbouring factory for the beets they grew; and so with other places which he mentioned. Reference was then made to the thirty factories which he claimed should be established in Canada:—

"I say thirty factories, because I think that number would be sufficient to manufacture the product of the sugar beet in quantities sufficient to supply the home market. Each of these thirty factories would use up 500 tons of beets per day, for it is held that a factory ought to consume about 500 tons of beets per day to do a profitable business. Now, it will cost to build each one of those factories about $500,000, and this would mean, to begin with, an expenditure of $15,000,000 for the construction of those thirty factories. To run one of these factories, including the factory hands, clerks, chemists, experts, etc., about 200 hands are required. Multiply that number by thirty, and you have 6,000 people who would be directly and regularly employed in these factories, besides all the labour of mechanics, artisans and workmen that had been employed in building them. The season for manufacturing the product of beet roots usually lasts about 100 days, and if each one of the thirty factories used up 500 tons a day, that would mean 1,500,000 tons of beets in a year. Now, what would be paid to the farmers who grew those beets? At an average price of $4 per ton, the farmers would receive $6,000,000 a year, a large sum to be distributed directly to them."

These factories would also consume about 240,000 tons of coal a year and 150,000 tons of lime—both of which Canada produces. The number of cars required to handle the material for these factories would be about 150,000 and about that number of acres of land would have to be put under cultivation in sugar beets—the farmer getting 60 per cent. of all the money paid out in connection with the industry. The by-product, or pulp, had been found very useful as feed for sheep and cattle and was considered equal in that respect to hay. Without a bounty Dr. Sproule declared that it was unlikely that the industry would be established in competition with neighbouring States where a large bounty either had been, or was now, given and where also the import duty on sugar was $1.68 per cwt., as against the Canadian duty of 98 cents.

It required half a million dollars to start a factory properly and investments of such a character were unlikely without substantial assistance. Previous failures, he stated, had been due either to incapacity in management, poor machinery, or lack of capital. The Ontario Government had voted $75,000 a year for three years in this connection but he did not think the amount of time sufficient. The term of the grant should be at least five years. Part of the expense in starting the industry was due to the necessity of sending experts amongst the farmers to instruct them in the cultivation of beet-roots.

Mr. John Charlton opposed the bounty system. He declared that in a number of the American States no bounty was paid and that in Michigan this business had been found so profitable after a brief trial that the bounty was abolished. New factories continued to be built, however, and sugar beet raising and manufacturing was now one of the most profitable industries in the State—or in the

United States. The total cost of the raw material was about $4.50 and the converting of it into sugar about $1.50 while the selling price of the sugar was from $9 to $10. "There is no bounty required for that business. The only danger is that it will be overdone because the profit is so great." Mr. J. H. Lègris quoted the various Canadian efforts in this direction—the sending of Mr. Edward Barnard to Europe by the Quebec Government in 1870 and by the Ottawa Government in 1872 to make inquiries upon the subject; the treatise by Mr. Octave Ouimet, of Quebec, in 1875; the reports of the Quebec Department of Agriculture and of Mr. Wm. Saunders, of the Dominion Experimental Farms, in 1892; the book written by Mr. Alfred Musy on the subject in 1897. The industry had been enormously protected and bounty-fed in Europe and to-day there were 360 sugar factories in France and over 400 in Germany. In the United States there had only been 1,000 tons manufactured in 1888. This had risen to 40,000 tons in 1896 and was now over 100,000 tons.

Comparing sugar refining under high protection with sugar beet raising, Mr. Lègris stated that for every ton of sugar manufactured the refiner hardly shows $5 to the country while the beet sugar maker spends at least $20. "In factories worth from two to three million dollars the refiner gives employment to about 2,000 workingmen. The buildings of the (beet) sugar factories, which would entail an expenditure of from fifteen to twenty million dollars, would for a time give employment to mechanics and, once ready for the production of the sugar, they would require over 10,000 labourers, without mentioning the army of farmers and agricultural labourers engaged during the summer season in the cultivation of the beet." At this stage of the debate Mr. Fielding, Minister of Finance, moved its adjournment, merely stating that the Government recognized the importance of the subject and would express its views at the proper time. Mr. Clarke Wallace strongly opposed this course and pointed out that on two preceding occasions the question had been similarly treated by the Government. The House divided on Mr. Fielding's amendment and the vote stood 59 for adjournment, 50 against. The original motion of Dr. Sproule—which was withdrawn on March 21st—was as follows:—

"That, having regard to the large number of importations of sugar into Canada for home consumption, and that it has been demonstrated beyond a doubt that the cultivation of the sugar beet in the Dominion is not only feasible but it is being successfully grown in many parts of the country at present; therefore, in the opinion of this House, in order to stimulate the farmers of Canada to engage in the growth of this valuable product, and also to encourage the establishment of beet-root sugar factories, a bounty should be offered for all beet-root sugar manufactured in the Dominion during the next ten years."

During the Budget debate there was some general discussion of this question and Mr. Fielding, on March 14th, stated that the free

admission of machinery for the manufacture of beet-root sugar would be continued during the year. He refused, however, to consider the question of a bounty and expressed the belief that previous Canadian experiments with this industry had not been sufficiently successful to warrant such encouragement. Mr. Clarke Wallace, on March 18th, denounced the Government for a concession "which costs the Government nothing and is worth just about that to the beet-root sugar industry." He then spoke of the importance of the matter. "We imported last year 336,000,000 pounds of sugars and syrups valued at $8,350,000, the freight on which from far-off lands would be certainly $1,000,000; and there was $2,380,000 of duty paid on it—making it altogether $12,000,000 when it arrived in the Dominion of Canada." He urged that the beets could be grown and the sugar made in Canada and pointed out the interest of the farmer in this particular development.

Speaking on March 26th, Mr. Hackett, of Prince Edward Island, pressed this matter upon the attention of the Government. If the granting of a bounty by the Ontario Government was considered sufficient in the case of beet-root sugar how was it that the grant of a similar Provincial bounty was not thought enough in the case of iron and steel? The farmers contributed in taxation toward the latter bounty and it was stated that the amount paid out in the next five years would be $15,000,000. "Is the Finance Minister going to turn his back upon the farmers? While they have to pay for the bounty on iron and steel is he not going to assist them with a bounty for this great beet-root sugar industry?"

Dr. Sproule followed and stated that to manufacture the 336,000,000 pounds of sugar now imported into the country would require between 30 and 40 factories. They would involve an expenditure of $15,000,000 for construction and equipment and would employ some 10,000 operatives directly and indirectly. "These thirty factories would consume beets raised by thousands and tens of thousands of farmers and the farmers would be engaged in a line of industry that would give them four times the profit they now get out of any line of industry that they are engaged in at the present." Two days later, Mr. Henri Bourassa, a Liberal in politics, took much the same ground. "I am not a believer in bounties on principle, but, if under a free-trade Government, bounties are to be given to capitalists, to owners of iron mines and iron smelters, why should not a similar favour be extended to the Canadian farmer—especially when that would encourage competition against one of the largest and best known trusts in this country." He went on to assert that under the recently revised tariff 8 cents more protection per hundred pounds had been given to the sugar refiner.

Horse Raising and Remount Stations

Considerable attention was paid during the year in Canada to the possibilities of raising more horses for the British market, and especially for the British army, than had yet been done or attempted. At a meeting of the Canadian Horse Breeders' Association in Toronto, on February

7th, the Hon. G. W. Ross, Premier of Ontario, referred to the magnitude of the horse industry and to his hope that through the promised intervention of the Governor-General they would be able to obtain a Remount Station for the Province. The Provincial Government would co-operate with that of the Dominion in making representations to London upon the subject. In the Ontario Legislature, on March 21st, the Hon. Mr. Dryden moved an Address to the Governor-General which stated that for several years much encouragement had been given to horse-breeding by prizes at the autumn Exhibitions and by the exertions of the Canadian Horse Breeders' Association; that the establishment of a Remount Station would further this process and in turn provide large numbers of available animals for use by the Imperial army whenever required; that it was hoped the attention of the Imperial authorities would be called by His Excellency to the importance of this matter.

Mr. Dryden pointed out in his speech that there were horses in Ontario valued at $55,812,290 in 1892 but that in 1899 the value was only $42,713,557. There was, however, a steady increase since 1897 when the figures had reached $36,111,805. The trade had now an upward tendency and only required a little help to receive a great impetus. Trade in horses with the United States had decreased from $1,123,339 in 1893 to $225,625 in 1900, but had increased with Great Britain from $274,310 in 1893 to $1,729,508 in 1896. About a year ago Major Dent had been sent out by the War Office authorities to purchase some horses here. He arrived in Toronto on April 15, 1900, and in a short time had shipped a thousand horses. Finally, out of 6,000 submitted to him, he had sent 3,500 to the front and they had been found exceedingly serviceable. "So well pleased was Major Dent with the class of horses he obtained here that he stated he was prepared to recommend the establishment of a Remount Depot in Canada to be used as a permanent recruiting point at which it would be possible to obtain horses for the Imperial service." At Mr. J. P. Whitney's request the debate on the subject was adjourned. The Address was later on passed unanimously. About this time the Premier received a letter from Lord Strathcona, dated March 14th, in which he stated that Lieut.-Col. Dent would visit the Dominion again as a result of representations which he had made, as Canadian High Commissioner, to Mr. Brodrick. Colonel Dent was to purchase 1,000 horses, visit the North-West and report upon the question of establishing two or three Remount Depots in Canada. He arrived at Montreal on March 28th and spent some months in Canada, purchasing a number of horses and expressing himself as well pleased.

Meanwhile, on March 19th, Mr. Gilbert Parker, M.P., had drawn the attention of the Imperial Government to the fact that British agents in this connection had purchased up to date only 3,738 horses in Canada for the use of the army in South Africa as against 7,901 from Australia and 26,310 from the United States. Lord Stanley, in replying for the Colonial Office stated that the shortness of

the Canadian season had something to do with this and also the higher price of horses in the Dominion. He said it was hoped to establish a Remount Station in Canada. Speaking on October 17th, at New Hamburg, Mr. Ross said he had just received a letter from Lieut.-Col. Dent, in which that officer stated that he had purchased altogether in Canada 6,311 horses, and that 4,005 of them had come from Ontario. This, the Premier claimed, was the result of his suggestions to Lord Strathcona. In the Report of the Farmer's Institutes for Ontario published during 1901 there appeared an article by Lieut. John McRae, R.C.A. describing the value of the horses sent from Canada to South Africa. Speaking of the Ontario ones, with which he was chiefly familiar, he stated that they were mostly farm horses and though heavier in appearance seemed to have greater powers of endurance than the British horses. Many of them were sold after a year's arduous campaign with the Artillery for $115 each while similar British batteries would have been remounted again and again in that time.

On May 14th, Mr. N. Boyd introduced in the House of Commons the question of assisting horse breeders to obtain and reach a market for their animals. It was, he said, a question of deep interest to the people of Manitoba and the North-West Territories. "There can be no question as to the suitability of that portion of Canada for the raising of horses such as are now being purchased in very large numbers in other portions of the world, and of which large numbers are now being purchased in other sections of the Dominion. In proof of the value of the Western horse he instanced the endurance and hardihood of those used by the Mounted Police and the usefulness of those which went out to South Africa. "We can grow any kind of horses that are needed for any purpose." What the Department of Agriculture had done for cheese and butter and other agricultural industries it should do for horse-raising in the North-West.

The trouble was not in the production of these horses but in the training of them for a market which was uncertain and the preparation for which was expensive. To bring the producers and purchasers together was all he asked of the Government. There was the demand and under proper conditions there would be the supply. Mr. T. O. Davis, of Saskatchewan, endorsed the suggestion and said that it would be a very good thing if the Government would interest the Imperial authorities in the North-West as a source of supply. Horse raising had been profitable there some years before but it had been seriously injured by low prices. There were millions of acres available where cattle could not be raised and yet where horses would flourish. The industry could be made profitable if only the ranchers could depend upon a market for their labour in training and raising the animals.

Mr. F. Oliver stated that in his district much money had been spent in raising army horses, but the market could not be reached and the industry had failed. The class of horse required had changed and this was now to the advantage of the West. It was a peculiar

trade and required a special market. Although many horses were available, yet in the last two years out of the 300,000 horses purchased by Great Britain in the United States or elsewhere, not one had come from the North-West. Yet there were many for sale and their quality had been proven in South Africa. Heavy horses had formerly been in demand; now it was the lighter, speedier horse, with greater endurance, such as Western Canada produced in abundance. The horse reared on the plains was the animal for modern war. But excellent as they were these horses had to be broken in and trained, and this was where the expense came in—a much larger figure than the mere raising of an animal under ordinary conditions. He regretted that the 1,200 young men who joined the Rhodesian Police Force from Canada were not mounted on Western horses. It was a great opportunity lost to make Canadian horses known. The 100,000 horses purchased from the United States by Great Britain meant the distribution of at least ten million dollars in that country, and he thought some effort should have been made to turn a part of the demand into Canada. "It is desired that measures should be taken to let the British Government understand that there is in Canada a field for the production of the horses that they need, so that the demand shall meet the supply and the advantage shall be mutual." The capital was available, the horses were there, the demand was considerable—all that was necessary was to bring the market and the horses together.

Mr. Fisher, Minister of Agriculture, replied briefly. He said that the Imperial Government while wanting many horses for the war, wanted them quickly and had taken those immediately available. There was, also, unfortunately a Report furnished some years before to the War Office of an unfavourable nature, and it was only after strong representations from Lord Strathcona that a purchasing officer had been sent here. Most of his purchases in the past year had been from Eastern Canada and they had proved quite useful and made an excellent impression. This year, in consequence of representations from the North-West, he had urged the War Office through the High Commissioner to test this source of supply and the result was the present visit of Colonel Dent with instructions to buy two ship-loads of horses and then to make a tour of Western Canada, buy other animals, if suitable, and make a general report upon Canada in this connection. "When it is understood that the Imperial authorities are going to purchase a fixed number of horses in Canada each year, then our breeders of horses can govern themselves accordingly." He went on to say that this subject had been carefully considered by the Government and especially by the Minister of Militia and himself. They had, quite recently, presented an elaborate Memorandum about it to the Imperial authorities and pointed out the situation of Canada as a source of valuable supply to the armies of the Empire east and west; and the relations of horse-raising to the military spirit and the development of Mounted Militia forces. Assurances had been received that every attention would be given to the subject.

It may be added that on December 11, 1901, it was stated that Lieut.-Col. Dent had purchased in Canada during the year 7,907 horses at a value of about $1,000,000. Previously the trade had fluctuated from the highest total of $2,458,231 in 1888 to $898,063 in 1898. In 1900 the export rose to $1,166,981, and in the succeeding fiscal year, ending June 30th, it was $906,256 in valne. In 1874 Great Britain took no horses from Canada and the United States 5,252 in number, valued at $560,349. In 1884 Great Britain purchased 224 horses worth $18,728, and the United States 11,123 at $1,574,906. The proportions in 1894 was, respectively, 3,510 horses at $400,507 and 4,490 at $480,525. In 1900 the figures were, respectively, 5,044 at $517,641 and 1,527 at $222,625. In 1901 (the year ending June 30th) Great Britain purchased 2,143 horses at $230,295 and the United States 2,088 at $327,294. The total value of the horses sold by Canada between 1874 and 1900 was $40,868,812 and the number 380,099.

Cold Storage and Farm Products

In Committee of the House of Commons, on April 15th, the vote of $140,000 for agriculture, dairying and cold storage evoked a long discussion. Mr. R. L. Borden, Opposition Leader, asked the Minister of Agriculture as to the truth of statements that there was much difficulty in obtaining room for Canadian products on the steamers which had cold storage facilities. The Hon. Mr. Fisher replied that the only possible cause of this rumour was that for a brief season some of these steamers had been compelled to carry troops to South Africa. But there was not much shipping going on at that time of the year. An exception, perhaps, was the Furness-Withy Line from Halifax which had withdrawn from the business, however, for lack of demand. Most of the Canadian cold storage vessels, he further explained, go to Portland, Maine, for the winter although the Manchester Line steamers from St. John and Halifax maintain their business. This was mainly for poultry.

Regarding the possibility of promoting inter-Provincial trade in fresh fish through the medium of cold storage, the Minister referred to the refrigerator cars which were used between Windsor and Toronto and Montreal, and said he would be glad to accept Mr. Borden's suggestion upon this point and endeavour to extend the application of these facilities to the fish trade of the Maritime Provinces. In answer to a question from Mr. Hackett, he also stated that any vessel getting a subsidy from Prince Edward Island to British ports would be fitted up with the most modern cold storage appliances.

Mr. Fisher then went on to explain that cold storage had first been used with the main idea of encouraging the butter export trade. The development of the mechanical form of operation had enabled it to be extended to many other products. Poultry was tried and found to have proved satisfactory in its shipments. Peaches, pears and other fruits had only been partially successful under the new process owing to variety of quality and degrees of ripeness in the fruit. Efforts were also made to ship July cheese so as to sell in England at

the price of the September product and with some success. He had then appointed agents at various points in the United Kingdom to study the conditions under which Canadian products reached the market and had himself gone over with Professor J. W. Robertson, Commissioner of Dairying and Agriculture, to study the situation. Men were also appointed in Montreal, Halifax and St. John, to examine the conditions under which Canadian products left the Dominion. The result was a series of regulations by which the Department hoped to greatly improve the shipments and conditions of shipment in various directions—cheese, apples, butter, bacon, etc.

Mr. McGowan drew attention to the question of dressed meat which the United States was exporting at a rate of $30,000,000 worth last year compared with half that amount in years before. The farmers in his constituency felt that while it was right to encourage the export of fruit and cheese and butter, it was also very desirable to encourage the product of cattle and the dressed meat trade generally. The Minister in reply pointed to the progress they had made in the undressed poultry trade and stated that there was no strong company as yet prepared to take up the continuous export of dressed meats. The future, however, was hopeful, and the Department was paying special attention to this matter. Mr. Wright drew attention to the fact that cars used for fish should not be afterwards employed for carrying butter.

At this point Mr. Fisher, in reply to a question, stated there would be 37 ships during the coming season, fitted with cold storage facilities and sailing between Canada and England. They were paid small but decreasing subsidies, the amount this year being $32,000. Canadian products were given the preference over American by these vessels. The reason, he thought, for the lack of a Canadian trade in dressed meat was because the live cattle trade was more remunerative. There were seven railways supplied with cold storage in cars, under a guarantee of two-thirds of the earnings, and the routes were being increased in accordance with the demand. The cold storage warehouses at Quebec and Charlottetown did not seem to have been much utilized as to shipments of canned beef to South Africa, the Minister stating that 800,000 pounds had been forwarded, but a further order for 200,000 pounds could not be filled by the producers. The success of the Government's policy was proven, the Minister asserted, by the fact that the export of butter had increased from half a million dollars in value in 1895 to five millions in 1900.

The subject was resumed on May 14th when the vote of $48,600 for cold storage expenses was discussed in Committee. The Hon. Mr. Fisher pointed out that certain products did not require cold storage chambers, but could be carried quite well with simple ventilation traps which would keep the hold of the vessel cool and healthy. Fruits and cheese were the chief products requiring moderate care in this way. There would be a small chamber in which the air is cooled and then forced into the hold. Some 20 steamers would be fitted up in this way running to Glasgow, Liverpool, Manchester,

Bristol and London. Cold storage arrangements did not always accompany the mail contracts, but the Department had assurances of willingness to accede to its terms from the Beaver Line, the Manchester Liners, the Elder-Dempster and Thompson Lines. The Furness-Withy Line from Halifax had proved satisfactory in this connection and had lived up to its contract. Under this new arrangement of cold air in the hold, instead of special chambers, the freight rates would be kept at the usual figure and not raised as they were last year.

The Cultivation of Apples

The encouragement of apples as a national product came in for considerable discussion during the Parliamentary Session. Mr. E. D. Smith, on March 15th, pointed out that in Ontario there were 10,000,000 apple trees, the product of which should soon be worth $10,000,000 a year, and there was no reason why the number of trees and the amount of the product should not also be doubled under modern conditions of transport. "When apples can be grown successfully, if they are marketed at a reasonable price as they are in England, they are infinitely more profitable to the farmer than either grain or dairy products." But steamship and railway facilities must be provided and to this the Government should devote attention. Because of the state in which our apples have arrived in England, owing to inadequate care by the transport agencies, there had been $5,000,000 lost upon the $18,000,000 worth which had been exported during the past ten years.

This had discouraged the farmers and in some years the fruit had been left to rot on the ground when, if it had been exported under proper care to England, 75 cents or a dollar per barrel might have been received. He quoted from reports made by Professor Robertson to a Committee of the House in 1899, which showed the condition in which apples arrived at Liverpool and the consequent exact depreciation in value. Mr. Fisher, the Minister of Agriculture, had done something to compel the railway companies to carry fruit in ventilated cars, but not enough, and he urged immediate action in order to assist what might become a great industry.

Mr. F. B. Wade, speaking on March 22nd for the industry in Nova Scotia, declared that in that Province Mr. Smith's remarks would not altogether apply. "In the great Annapolis Valley where the good apples are grown, the people are dependent for shipment upon one railway, the Dominion and Atlantic Railway Company, which carries the freight to Halifax, or Annapolis, where it is shipped on board sea-going vessels. Many of the apples from that Valley have arrived in bad condition but not in as bad condition as those from Ontario." Any trouble there is was due to lack of a competitive railway and to the necessity for a little more expenditure by the steamship line running from St. John and Halifax. He quoted figures showing that the Canadian export of apples was increasing as a whole. In 1891, it was valued at $450,836 and in 1900 at $956,458. The average value between 1891 and 1896 was $671,000 per year; between 1897 and 1900 it was $1,034,000 per annum. There must,

however, be better ventilation in the vessels engaged in this business and he urged that Government inspection of apples should be made compulsory in the interests of the fruit-grower, the foreign market and the credit of Canada.

On March 29th a long discussion took place upon the marking of packages and the fraud sometimes practiced by shipping inferior fruit with good fruit packed on top. Mr. A. A. C. Larivière complained that Manitoba and the North-West suffered greatly from this latter abuse of the law, and quoted a letter addressed to him under date of March 7th by the Secretary of the Winnipeg Board of Trade which stated that: "It is the rule rather than the exception when a consumer purchases a barrel of apples to find honesty exhibited in the packing." Official inspection was advised and a severe penalty for false branding of the barrel. Mr. Wade, Mr. Gourlay and Mr. Kaulbach, as Maritime Province representatives, were very anxious to have the apples of Nova Scotia specially designated and not confused in the term "Canadian" with those of Ontario. The discussion was adjourned after the Minister of Agriculture had expressed the belief that his Bill for the Inspection of Fruit Packages would largely meet the difficulties of fraud and misrepresentation.

The matter came up again in Committee, on April 1st, and the Nova Scotian members protested once more against the use in the Minister's Bill of the designation "No. 1 Canadian" as including their particular product. The Minister of Agriculture proposed that the phrase used in describing the standards should be "No. 1 Nova Scotia" or whatever the Province might be. Mr. Clancy objected to the elimination of the name of Canada from the designation, and suggested that the word should follow that of the Province. Mr. Jabel Robinson took the same view and declared that the products of the country as well as its people should be known by a common name. It was finally decided not to make any designation compulsory but the national one suggested, with—as Mr. Fisher put it—the hope that in time it would come to mean a high grade of national production. As to the inspection, Mr. Fisher admitted that there could be no attempt to examine all fruit shipped abroad. The officials appointed would be intended to have a deterrent effect upon fraud rather than to undertake a continuous actual inspection. But this would be liable at any time. Ten or a dozen inspectors would be named for the principal points of shipment. The question was further discussed upon the third reading of the Bill on April 9th.

Farmers and the Manufacture of Binder Twine

A question of considerable interest to the farmers of Canada, and of much discussion amongst them, was raised by Mr. Richard Blain in the House of Commons on February 21st. In speaking to his motion he traced the history of the manufacture of binder twine at Kingston Penitentiary since the time, in 1894, when the late Conservative Government had first installed a plant there for the purpose, and placed a traveller upon the road to sell to the retail merchants and thence to the farmers. When the new Government

came into power they found a million pounds ready for use or sale, and which had cost an average of $4.66 per 100 lbs. This, according to Mr. Blain, they had sold to friendly political firms, whom he named, for an average value of $4.25 per 100 lbs. He mentioned other sales, some of which exceeded the cost price, and then stated that in an announcement made in 1900, undertaking to sell direct to the farmer, the Government had asked $14.00 per 100 lbs. for manilla, and $11.00 per 100 lbs for a mixed product, which had really cost them an average of $6.25. Mr. Blain concluded by declaring that the farmers paid too much for their binder twine, that the matter was more important than it appeared, and that it had raised much feeling amongst the class concerned. He then moved the following Resolution :—

"That in the opinion of this House it is expedient that all binder twine now held by the Government, together with all twine that may hereafter be manufactured by them, shall be sold direct to the farmer at a price to cover the actual cost of raw material and manufacture only, with one cent per pound added, and that no twine manufactured or paid for out of the Dominion Treasury shall be sold or disposed of in any other way."

Mr. W. J. Roche stated that the motion was one which would be supported by every representative from Manitoba and the Territories. During the late election no question had excited closer attention or criticism amongst the farmers than this. Originally the manufacture of twine at Kingston had been started to cheapen its price to the consumer and to break the power of a combine which then existed. For a time the price had been low, but during recent years had been rising steadily. The concession of the Government and the change in their policy by which farmers could secure the twine direct up to March 1st was practically useless, as no farmer could or would buy an article months before he required it. The removal of the duty by the present Government had not cheapened binder twine because of their refusal to sell direct, and their "handing over the Government twine to agents of the American combine who held up the farmers to the tune of thousands of dollars over and above what they should have paid." Mr. Robert Johnston proclaimed himself in this connection a disappointed farmer. He had paid 10½ cents a pound the preceding year at the Penitentiary, and could have obtained it at the same price from private dealers. "In this case the cheap labour of the Penitentiary comes into competition with the labour of the factories of the country; and this is done at the expense of the rate-payers—especially the farmers."

The next speaker was Mr. Jabel Robinson, the head of the Grange in Canada, and therefore a peculiarly appropriate contributor to the discussion. He fully endorsed the motion, and declared it the duty of the Government to supply the twine to farmers at a little above actual cost. "Let them appoint in every township a first-class man who will act as their representative, and let him sell the binder twine at the very cheapest rate and be responsible to the Government for the proper conducting of the business." Mr. N. Boyd followed and

pointed out that the ordinary Manitoba farmer paid from $25 to $100 a year for his binder twine, and that, in the Western country particularly, it was an absolute necessity. He strongly favoured the motion, and was supported by Mr. E. B. Osler and Dr. T. S. Sproule. The former declared that "the result of this combine between the Government and the other manufacturers has been that the binder twine factories in Ontario have for the last two years divided amongst their shareholders dividends ranging all the way up from 40 to 100 per cent. on their paid-up capital." Upon motion of the Premier the debate was then adjourned.

On February 27th it was resumed with Mr. Edward Hackett as the first speaker. In Prince Edward Island, from which he came, the duty on binder twine had been very heavily felt, and yet no advantage had been seen from its removal. "Instead of being benefited by a repeal of the duty, the farmers of late years have been paying very much more than they were formerly called upon to pay." He quoted several cases in which the Government had sold large quantities of binder twine at a given figure and the article had been re-sold to the farmers at double the amount paid for it. He claimed it was an outrage, and that the Government was standing in with the combines. Mr. E. D. Smith declared that this was one of the most widely discussed questions in the country during the recent elections, and he thought it one of the most pronounced factors in the Conservative successes in Ontario. He accused the Government of having removed the small duty of 12½ per cent. on binder twine in order to catch farmer votes, and not because there was any real need of it or demand for it. Since then the import of binder twine from the United States had risen from three to ten millions of pounds, and the Canadian factories had been wiped out. He believed that in the last three years the farmers had lost some $2,000,000 by the high prices of this article.

In defending the Government, Mr. William Roche, the next speaker, denied the destruction of the binder twine factories by the duty being removed. They were not only alive, but were able to combine with the Government—according to another Opposition story—in keeping up the price of the product. Prices of raw material and railway rates were now double what they had been. Mr. C. B. Heyd thought the removal of the duty had been a mistake, but he also believed that the Opposition speeches to which they had listened were made simply to discredit the Government. He pointed out that last year 8,000,000 pounds of binder twine were imported from the United States, and another 8,000,000 were produced in this country, while the Government manufacture of twine was only 5 per cent. of the actual consumption. How could this small proportion control the price? He referred to the competition which the Government factory had to meet—the great concerns of the States, the well-managed Farmers' Binder-Twine Company of Brantford, the newer and better equipments of the day.

The existence of combines in this connection was strongly denied

by Mr. Heyd. There were only two operating Companies in Canada to-day—the Brantford concern and the Consumer's Company of Montreal. How could a Canadian combine fight the McCormacks and Deerings of Chicago? He thought it impossible to sell binder twine at one cent a pound, but he favoured the abolition of the middleman and the selling direct to the farmer. The American Companies were trying to capture the Canadian market and drive the Canadian concerns out of existence. "My own opinion is—and it is the opinion of a business man—that every dollar put into binder twine in Canada will ultimately be lost unless the Government restore the duty." Mr. George Stephens pointed out that in 1896, when it was claimed that binder twine was sold from the Penitentiary at 4½ cents per pound, it was being sold outside *plus* freight and the year's interest for 5½ cents. Mr. David Henderson quoted elaborate figures to show that the total cost to the Government of the output at Kingston had been six cents, and that in selling the twine at 14 cents there had been a profit of 125 per cent. He disapproved of Mr. Heyd's scheme for selling this small portion of the Canadian product at auction. American buyers would come in and take it all up and thus have a still stronger lever upon the whole product. He believed the judicious sale of the Kingston output could be made to regulate the general price.

In speaking to the specific charges that had been made against the Government, the Solicitor-General (Mr. Charles Fitzpatrick) pointed out that part of the product had been sold in 1899 when the raw material was at 5½ cents a pound and delivered in 1900 to the Hobbs Hardware Company, of London, at 7¼ cents and the rest sold in 1900 at 14 cents when the raw material was selling at 16 cents a pound. He quoted the late Sir John Thompson to prove that the Conservative Government in 1894 were selling binder twine at the same price as their competitors, and asked why the present Government should be blamed for selling it at one or two cents less than their competitors. He accused the late Government of mismanaging matters in 1894 and the two succeeding years and declared that, far from selling the twine in 1896 to political friends, the present Government had sold it by open competition. In answer to questions he stated that the output of 1898 was sold by private circulars. Other speakers to the motion were Messrs. W. B. Northrup, D. C. Fraser, John Sherritt, and Frank Oliver, the last of whom moved an amendment which was finally accepted by a substantial majority:—

"That so long as the Government continue to manufacture twine, the same shall be offered for sale directly to farmers up to July 1st of each year at cost of material and manufacture, calculating wages on the basis of fair wages for free labour; and that the twine unsold and on hand on July 1st of each year be sold by tender to the highest bidder, after advertisement."

Section II—MINERAL DEVELOPMENT

Canadian Mineral Production

The Dominion has of recent years not only been proved to be immensely rich in dormant mineral resources, but has also become active in the development of this great natural source of wealth—so much so that the production is now about $12.00 per head as compared with $2.23 in 1886. Coal is abundant on the Atlantic and Pacific coasts and in the North-West, while Ontario produces petroleum and natural gas in quantities which are serviceable in many cases as a substitute. Gold is worked largely in the Yukon and British Columbia; to some extent in Ontario and Nova Scotia; to a lesser degree in Quebec and the North-West Territories. Silver is found in immense quantities in British Columbia and to a lesser extent in the Lake Superior region of Ontario. Copper is found in British Columbia, Ontario and Quebec, and lead very largely in British Columbia. Nickel is the great product of Sudbury, in Ontario, and many other minerals are found in scattered places and varying quantities all over the Dominion.

In gold Canada now takes a very high place in a productive capacity; the leading countries of the world in 1900 being the United States with $78,159,674, Australasia with $73,467,110, Canada with $27,916,752, Russia with $23,090,862, British India with $9,262,226 and the Transvaal with $7,208,869. The total production of gold in the British Empire was $113,513,444. The coal areas of Canada have been estimated by the Dominion Statistician at 97,200 square miles, and include those of Nova Scotia and New Brunswick, the North-West Territories, the Rocky Mountains and British Columbia. The total production of all kinds of minerals in the Dominion was $10,221,255 in 1886 and $22,584,513 in 1896. The increase was slow during this decade but thereafter very rapid. In 1897 the product was $28,661,430; in 1898 it was $38,661,010; in 1899 it had grown to $49,584,027; in 1900 it was $63,775,090. The particulars of this last year were as follows:—

Copper	$3,063,119	Cement (Natural Rock)	$99,994
Gold	27,916,752	Cement (Portland)	545,826
Pig Iron	583,158	Mineral Water	75,000
Lead	2,760,521	Granite	80,000
Nickel	3,327,707	Pottery	200,000
Silver	2,730,598	Sewer Pipe	231,525
Asbestos	763,431	Terra Cotta	259,450
Coal	12,668,475	Building Material	4,850,000
Coke	649,140	Miscellaneous	242,662
Gypsum	259,009	Estimate of Values not returned	300,000
Mica	166,000		
Natural Gas	417,094		
Petroleum	1,151,007		
Pyrites	155,164		
Salt	279,458		
			$63,775,090

In the metallic minerals Canada showed an increase in the production of copper from $927,107 in 1888 to over three millions in 1900; of gold from $1,098,610 to nearly twenty-eight millions; of lead from $29,813 to $2,760,000; of nickel from nothing to over three millions; of silver from $371,654 to $2,730,000—a total increase from two and a half millions to forty millions. In non-metallic minerals the great increase was in coal which rose from $4,674,140 to over twelve and a half millions. The total increase in this branch of the industry was from $9,640,602 to twenty-three millions.

The export of minerals rose correspondingly from $7,471,585 in 1895 to $14,143,149 in 1899 and to $26,116,077 in 1900. The total for 1901, according to the Trade and Navigation Returns, was $40,367,683. The chief items in the exports for the year ending June 30, 1901, were asbestos to the value of $868,873; coal, $5,438,903; gold-bearing quartz, dust, nuggets, etc., $24,445,156; copper, $2,660,276; lead, $2,517,084; nickel, $958,365; silver, $2,420,750. Of the whole export only $1,197,378 went to the countries of the Empire and most of the balance to the United States.

In coal the imports for home consumption have varied considerably. Upon anthracite coal there was a duty imposed during the years 1879-1887, and the imports rose from $254,255 to $3,798,342. This was removed in the last-named year and the free import rose from $5,291,875 (including coal-dust), in 1888, to $6,602,912 in 1900 and $7,923,950 in 1901. Bituminous coal was made dutiable in 1879 and the imports advanced from $1,220,716 in 1880 to $4,310,964 in 1900, and $5,280,367—or including coal-dust, $5,556,253—in 1901. The exports of Canadian coal were valued at $640,708 in 1868, $1,210,689 in 1878, $1,730,466 in 1888, $3,273,415 in 1898, $4,599,602 in 1900 and $5,438,903 in 1901. Of coke, the import in 1900 was $506,839, and the production $649,140. Of iron ore Canada has only exported $1,800,736 worth between 1868 and 1900.

In gold the production of the Provinces now constituting the Dominion amounted to $136,413,312 between 1862 and 1900, of which total British Columbia contributed $67,371,078; the Yukon, $52,313,500; Nova Scotia, $14,761,792; Ontario, $1,421,728; the Saskatchewan District, $267,946 and Quebec, $277,268. The export of petroleum in its various forms from Canada is now almost nothing—$1,653 worth in 1900—although in 1871 and 1873 it ran from $1,052,870 to $1,819,183. The import has risen from $262,168 in 1881 to $864,833 in 1900 and $876,811 in 1901. The export of silver ore has varied of late years from $1,595,548 in 1896 to $3,519,786 in 1898, $1,354,053 in 1900, and $2,420,750 in 1901. The export of copper was $922,979 in 1879, $1,387,388 in 1900, and $2,660,276 in 1901. That of phosphate has practically ceased—$120 in 1901—although $5,106,145 worth had been exported since 1878. Asbestos and gypsum have been practically stationary of late years, in regard to export, up to 1901. This year, however, showed an increase in the former and a decrease in the latter. It may be said that during the year ending June 30, 1900, the import of free mining machinery was $724,187 in value as against

$299,800 in the preceding year, and from the former date to September 30, 1901 the amount was $1,749,602—nearly all of it coming from the United States.

In 1901 the production, as stated by Mr. E. D. Ingall of the Geological Survey in the succeeding March, was $69,407,031. Of this total the metallic product was valued at $42,824,698; that of the structural material and clay products at $6,461,261; that of other non-metallic products was placed at $19,821,072. The gold production was valued at $24,426,322, of which $18,000,000 came from the Yukon; the copper production at $6,600,104; that of nickel at $4,594,523; that of silver at $2,993,668.

Iron Mining in Canada

The iron ores of the Dominion have a very wide distribution and are of very high quality. Sir William Fairbairn—an authority on the properties and history of iron—has spoken of Nova Scotia as having "some of the richest ores, yet discovered, in boundless abundance;" and of the product as being equal to the finest Swedish metal. In that Province occurs the unusual combination of iron ore, coal and flux in close proximity to each other, and quite close also to excellent ship harbours. Magnetic ores exist in Madoc, Marmora and other points of eastern Ontario, while west of Lake Superior is a country rich in iron ore. The Helen Mine at Michipicoten promises to be one of the richest properties in the world. Mr. Clergue has hundreds of men working it, and one estimate gives him 30,000,000 tons of ore in sight. In the County of Beauce, Quebec, there is a bed of granular iron ore about two-thirds magnetic. Hematite iron ores are found all over Canada—one of the most valuable deposits being near Hull—while large deposits of chromic iron have also been found in Quebec.

The production of pig-iron made from Canadian ore in 1884 was 29,593 tons, and the import 52,184 tons. In 1900 the pig-iron made from Canadian ore was 34,618 tons; from foreign ore 67,221 tons; and imported for consumption 65,330 tons—a total of 167,169 tons. In 1899 the total pig-iron made was 102,940 tons, valued at $1,377,306, and the charcoal, coke and coal consumed in its production was placed at $283,080. Under Dominion legislation bounties were paid between 1884 and 1900 amounting to a total of $1,373,035. The bounty paid in 1884 was $44,090, and in 1900 $238,296—an increase from $1.50 per ton to $3.00 on Canadian ore and $2.00 on American ore. According to Provinces, Ontario produced nothing in 1893 and 25,126 tons in 1899, and the other Provinces decreased materially—Nova Scotia producing in the latter year 28,000 tons, Quebec 19,420 tons and British Columbia 2,071 tons. Since Confederation in 1867, 676,962 tons of iron ore, valued at $1,800,736, have been exported from Canada—the export in 1900 (including chromic iron) being 5,523 tons, worth $24,034.

The raw material products of iron, which enter into varied products of Canadian industry, include pig iron, bar iron, boiler plates, steel-bloom ends, rolled iron for horse-shoe nails, steel for skates, files or saws, wrought scrap-iron, etc. The import of these products in

1900 from Great Britain and the United States is given by the Dominion Statistician in the *Statistical Year Book* as $14,903,121, and from other countries as $317,976. It may be added here that the greatest manufacturing countries produce the most iron ore. In 1899 the United Kingdom produced 10,552,007 tons of pig iron, the United States 15,251,187 tons and Germany 8,972,502 tons. Iron operations in Ontario, whether from ignorance or lack of enterprise and capital, have been very fitful in their results. Works at Midland, Kingston, Hamilton and Michipicoten, however, now promise something better.

Mineral Development in Ontario

The product of the mines of Ontario in 1900 was $9,298,624 as compared with $6,508,833 in 1898. The mining companies organized during the year numbered 48, with an authorized capital of $35,818,999, as compared with 74 in 1899 having a capital of $87,382,994. Nine outside companies took out licenses to sell stock and carry on business in Ontario, with a capital stock authorized of $6,585,000, during the year. There were 30,972 acres of Crown lands sold or granted by the Government under 257 patents, and at a price of $69,195. The mining leases numbered 267, covering 28,127 acres, with a first year's rental of $27,970. The Government receipts on account of the sales and rentals of Provincial mining lands were $108,952. The following table gives the product of Ontario mines during 1898 and 1900 :—

Product.	1898.	1900.
Building stone, rubble, etc.	$750,000	$650,342
Cement, natural rock	74,222	99,994
Cement, Portland	302,096	598,021
Lime	308,000	544,000
Drain tile	225,000	209,738
Common brick	914,000	1,379,590
Pressed brick and terra cotta	100,344	114,419
Sewer pipe	93,717	130,635
Pottery	155,000	157,449
Petroleum products	1,243,490	1,869,045
Natural gas	301,600	392,823
Salt	278,886	324,477
Mica	7,500	91,750
Iron ore	48,875	111,805
Pig iron	530,789	936,066
Nickel	514,220	756,626
Copper	268,080	319,681
Gold	275,078	297,861
Silver	51,960	96,367
Miscellaneous	65,976	217,935
Totals	* $6,508,833	$9,298,624

There were 10,934 employees of Ontario mines in 1900, receiving $3,366,601 in wages. The chief increases over 1899 in the production of the year were in Portland cement, $153,794; petroleum products, $121,693; iron ore, $80,854; pig iron, $127,909; nickel, $230,522; copper, $143,444. The number of workmen employed increased in

* In the annual Report of the Ontario Bureau of Mines for 1901 (page 12) this total is given as $7,235,877, instead of $6,508,833, which is the correct addition of the column.

number 9 per cent. and the amount paid in wages 15 per cent. In the annual Report of the Ontario Bureau of Mines, issued in August, 1901, Mr. T. W. Gibson—who had been appointed Director in October, 1900, in succession to Mr. Archibald Blue—devoted much attention to the developments in the iron industry, in which 100,692 tons of pig iron had been smelted in 1900, at a value of $936,066 and with $97,905 paid out as wages, against 51,138 tons in 1896, valued at $353,780, with wages amounting to $47,000.

There were 419 workmen employed in Ontario blast furnaces in 1900, and receiving $97,915. In the iron mines there were 439 men with $107,583 paid out in wages. During the year the Provincial bounties were paid out to the amount of $6,731, while the Dominion gave $238,296 to the pig iron industry and $74,481 as a bounty on puddled bars and steel. Future prospects, Mr. Gibson thought, were excellent. "The Province of Ontario with its mills, foundries, factories and railways is a heavy consumer of pig iron. The career of industrial expansion upon which it has embarked must increase that consumption . . . . There is now no doubt of the quantity and quality of Ontario iron ores and of fluxing materials there is no lack." In gold and silver the yield had decreased from $424,568 in 1899 to $297,861 in 1900.

The production of nickel showed a marked increase over 1899—the quantity being 3,540 tons, valued at $756,626 in the matte, as against 2,872 tons, worth $526,104. The output of copper was $319,-681 in 1900 and 2,834 tons, worth $176,236 in the previous year. The principal producer of both these results was the Canada Copper Company. The mines in this connection employed 1,444 workmen. A new industry dealt with was that of steel manufacture with an output of 2,819 tons, valued at $46,380. The production of mica had increased considerably—the output for 1900 being 643 tons, worth $91,750.

The distribution of mineral resources in Ontario is very varied. Gold mining now centres chiefly in Hastings County in the east and in the western district lying between Port Arthur and the Manitoba boundary. Numerous discoveries have in the past two years also been made in the Michipicoten district. Some silver mining is going on in the Thunder Bay region west of Port Arthur, but not in the same degree as years ago. In Sudbury, the Canada Copper Company, which was started in 1886, still holds the field in nickel production, but of late several other Companies have been exploring and developing. Iron ore is widely and largely distributed through eastern Ontario, and at Hamilton, Deseronto and Midland smelting plants were established during 1900. Other minerals are plentiful, and the discovery of corundum in Peterborough and neighbouring counties promises to produce a new and valuable industry.

Nickel Ores and Legislation in Ontario

An important debate occurred upon this subject in the Ontario Legislature on April 1, 1901, when Mr. H. Carscallen, seconded by Mr. E. A. Colquhoun—both Conservatives—presented the following motion:—

"That in the opinion of this House the taxation of nickel ores and

of copper and nickel ores combined, as provided for in Section 7 of the Mines Act, should be imposed, and that Sections 7 and 10 of the Act should come into force from and after the first day of January, 1902. And, further, that the revenue accuring from such taxation, or a portion thereof, be used to encourage, by bounties, the manufacture of nickel-steel in the Province of Ontario."

The Government amendment simply referred the whole matter back to the Lieut.-Governor-in-Council, while Mr. Whitney, the Conservative Leader, seconded by Mr. Matheson, moved an amendment to the amendment which declared that present information did not justify the putting on of this taxation and deprecated the practice of imposing taxation by Order-in-Council. Mr. Carscallen, in speaking to his motion, stated that his sole object was the further development of the nickel industries of the Province and the promotion of the refining process of nickel-steel within Canadian territory. What was being done at Constable Hook, New Jersey, could be done in Ontario. Millions worth of the products of Ontario mines were being sent over the border and being there reduced into the refined article with the accompaniment of large sums paid out for labour." This went to build up a foreign country instead of our own Province. The Canada Copper Company, of Sudbury, were under contract to sell all their product to the Orford Refining Company of Constable Hook, and with their 20,000 acres, embracing the richest deposits of nickel and copper in the Sudbury district and those nearest the railway, they practically controlled the Canadian output. If the policy now proposed was put into operation he believed that within two years there would be refineries in this Province producing nickel-steel and using all the products of the Sudbury mines.

The speaker illustrated the possibilities of the industry by stating that official records showed the amount paid for wages in Ontario in connection with copper-nickel production during the eight years ending in 1899, was $2,334,000, while the sum spent outside of Ontario for the refining processes was not less than $12,785,000. According to the report of the Canada Copper Company in January of the current year, they had paid the Orford concern some $6,600,000 for the refining work done in nickel, and $1,452,000 for the refining of copper. All Canada got was $728,946 in wages and some indirect benefits, while New Jersey received over eight millions. He did not believe in leaving this matter longer in the hands of the Government with a Mining Act hanging suspended over the head of a great industry.

The Hon. E. J. Davis, in moving the Government amendment, said that there was general agreement as to the desirability of having the nickel ore refined at home. But there was also the necessity of a process by which it could be done upon a successful business basis. Experiments were being made by Mr. Clergue at the Sault, by gentlemen at Sudbury and Hamilton, but the process had not yet been discovered. He referred to the fact that new and large deposits of nickel

were being constantly found in Ontario which prevented any real or permanent monopoly. The Canada Copper Company were now erecting a plant at a cost of $250,000 which would employ 250 extra men and be another step toward the complete refining process.

Mr. Whitney declared that from the information he had received from many quarters he could not support the motion and believed that the imposition of an export tax upon nickel ore at the present time would be almost fatal to the industry. He had been unable to find one mining man favourable to such a policy. It would be wise to withdraw even the authority to impose this tax from the Government. He did not believe in taxation by Order-in-Council. His amendment to the amendment was, however, defeated by 34 to 19 and the Government proposal supported by 31 to 21. Mr. Carscallen's motion was defeated upon the same vote reversed.

Earlier in the year a petition had been received by the Ontario Government and published in the Toronto *World* of February 7th, which bore the signatures of A. T. Wood, ex-M.P., and President of the Hamilton Steel and Iron Company, John Patterson, Secretary of the Nickel Steel Company, of Hamilton, and George E. Drummond, Managing Director of the Canada Iron Furnace Company. It pointed out the richness of the Ontario nickel mines; the increased price of refined nickel in the world's markets; the policy of the United States in imposing a prohibitory duty upon Canadian nickel and nickel alloys, while admitting the raw material free; the continued use of Ontario ore to build American ships and encourage a great American industry. The petition then proceeded to demand the imposition of taxes upon the export of nickel and copper ores and their partially treated products; with the application of the proceeds as a bonus upon the manufacture of nickel-steel in Ontario. Meanwhile, it urged that the Government should convey no further lands or any title to, or interest in any lands containing nickel ores, to any individuals or companies who would not refine or use the nickel derived from such ores in the manufacture of this metal and its various alloys in Ontario.

On April 11th, a strong deputation of mine owners and engineers waited upon the Prime Minister at Ottawa to ask for the disallowance of an Ontario Act passed in 1900 which reserved the right to impose a prohibitive license tax on the export of nickel and copper ores and matte produced in the Province. The Hon. Clifford Sifton and the Hon. A. G. Blair were with the Premier, and the deputation was accompanied by a number of members of Parliament. After a few remarks by Mr. B. T. A. Bell, Secretary of the Canadian Mining Institute, the case for the delegates was presented from a legal standpoint by Mr. J. M. Clark, K.C., of Toronto.

He explained that Dr. Ludwig Mond, of London, England, had purchased certain properties in Ontario under the long standing declaration of the Legislature, that such lands and the ores and minerals theron "shall be free and exempt from every such royalty, tax, or duty," as the kind now sought to be imposed. After the

purchases were made the Ontario Legislature had passed the Act complained of. Though the name of the tax had been changed to that of license fee, Mr. Clark maintained that the nature of the legislation was a gross breach of faith, and declared that the amount authorized exceeded the value of the ores or matte, and involved practical confiscation. As the object was not to raise Provincial revenue but for regulating the refining and smelting industries, he maintained that the legislation also trenched upon Dominion jurisdiction and should thorefore be disallowed. All the precedents were in favour of such a course and no interest would be injured by it.

Mr. Hiram W. Hixon, M.E., followed and declared that from careful examination of the region and the ore deposits he would place the value of 30 pounds of copper at $3.00, and 30 pounds of nickel at $6.00. Deducting from this net value of one ton mined, the cost of the mining ($2.50), the total return would be $6.50 as against a proposed tax of $7.00. The imposition of the tax would, he stated, amount to confiscation of the properties. Mr. J. R. Blaikie, President of the Sudbury Board of Trade, presented the unanimous Resolution of that body demanding disallowance. Mr. B. T. A. Bell then spoke at some length and declared the Ontario Mines Act, in this connection, to be not only unconstitutional but inexpedient. The Mercier Act in Quebec some ten years before had proceeded along these lines and been promptly disallowed by the Dominion Government.

The Mining industry, as distinct from the smelter and refiner, received no help from any Government and only wanted to be left alone. It was wrong and ridiculous to protect the refiner or smelter at the expense of the miner. Mr. George R. Smith, M.P.P., thought that this measure would retard, if not destroy investment in Ontario mines. After some words from Dr. F. D. Adams, of Montreal, the deputation withdrew. Later in the year the Dominion Government decided to refer the matter to the Supreme Court of Canada with a view to testing the constitutionality of the Act, and with the right of appeal to the Judicial Committee of the Privy Council in London.

Mines and Mining in Quebec

The figures for Quebec in connection with mineral development are not large, and in the official year 1899-1900, the sales of mining lands were only reported to the small amount of $6,605. They were mainly on the north shore of the St. Lawrence where magnetic iron sand abounds; in the Coleraine region for chromic iron; and in the Ottawa region for mica. There were $5,202 collected from mining licenses. Mr. J. Obalski, Inspector of Mines, advised the Commissioner, in March, 1901, that "the mining industry continues to develop regularly in this Province without, however, presenting any very striking new features. The most important operations have been in asbestos, copper, mica, chrome and iron, and an increase in the output of these has to be reported. The working population has augmented, and it is noteworthy that in certain districts wages have been raised 25 per cent. by the mining companies." The gross value of the mineral utilized was stated to be $2,546,076 for the year

running from January 1, 1900, to January 1, 1901, and the number of hands employed was 5,400, with about $1,300,000 received in wages for ten months' work. The Mining Act was declared to have been well supported and the safety of the miners amply secured. The increased price of iron was found to be having a good effect on prospecting.

The Inspector referred particularly to the production of asbestos in the Province during the year. The total was $719,416 in value with $15,948 worth of asbestic. "During the past year this industry assumed a development which equalled that of the best periods of its history and prices rose proportionately high. The demand also greatly increased and necessitated the taking on of a larger number of hands, night work in some cases, and an increase of the capacity of the mills, etc. In addition, mines that have been unworked for some years were re-opened. This prosperity applies to the districts of Thetford, Black Lake and Danville, and the best illustration that can be given of it is supplied by the fact that the mining companies voluntarily raised their rate of wages 25 per cent." The principal mineral products of Quebec in 1900 were copper, valued at $359,418; pig iron, $140,978; asbestos, $763,431; mica, $100,000; and pyrites, $151,164.

In the Quebec Legislature, upon the motion of the Hon. Mr. Turgeon, a measure was framed and passed, in accordance with certain Resolutions accepted by the House, during the Session of 1901 and dealing with mines and mining. By this Act it was declared that all mines belonging to the Crown under the law and conceded before July 24, 1880, should be abandoned by the Crown and belong exclusively to the owner of the surface, with the exception of gold and silver mines and provided that the prospector had not divested himself of the right of pre-emption. "In the event of the conditions of the location ticket not having been fulfilled on the above date the mines of all kinds belong to the Crown as if the grant of such lands had been made under the mining law of 1880." The holder of a mining license, or the owner of mining rights on private land, was authorized to work the mines thereon with the consent of the owner, or without it under certain specified conditions. Sworn statements of his operations and their results were to be annually tendered the Government by every owner of mining rights and person working mines.

Mines and Minerals in Nova Scotia

The Mineral development of Nova Scotia has been slow and steady. Although the resources of the Province in gold, copper, coal, iron and gypsum are very extensive, the production has not shown any pronounced degree of progress until within the last year or two. Coal has been the chief product and is of the bituminous class and well suited to the manufacture of gas and coke. In 1874, 972,954 tons were produced; in 1884, 1,543,829 tons; in 1894, 2,527,982 tons; and in 1900 the figures were 3,357,901. The Cape Breton Coal fields have, of late, attracted the most attention owing to the operations

of the Dominion Coal Company at Sydney. In iron, Colchester and Pictou Counties have been the most prominent producers, and the Londonderry Iron Company and Nova Scotia Coal and Steel Company the principal concerns. All varieties of iron have been found in Nova Scotia. In gold, production has been going on for many years. Away back in 1862 $141,871 worth was produced. This amount rose slowly to $255,349 in 1872; $275,090 in 1882; $389,965 in 1892; and $607,152 in 1900.

In the Legislature of Nova Scotia, on March 5th, the Premier made a lengthy statement to the House upon the increased sales of coal and the progress of the Cape Breton iron and steel industries. To the coal mines of the Province, declared Mr. Murray, a greatly enlarged market had been given by the development of the Whitney interests. While in 1893 the sales of coal to the United States were 16,099 tons, in 1900 they were 624,273 tons. During the next year he expected the great industry at Cape Breton to itself consume 400,000 tons of coal. There was a steady progress in the mines of Pictou and Cumberland. In the former the production for the year ending September 30, 1900, was 538,884 tons as against 460,236 tons in the preceding year. In the latter the production was 496,804 as compared with 437,121 tons in 1899. The Springhill mines alone furnished 428,904 tons in 1900. The Inverness coal fields were just beginning development and a well constructed railway had been run through their centres of production. "The coal is unlimited in quantity and its quality is of the best."

The production of gold during 1900 showed a slight increase—30,999 ounces as against 27,772 ounces in 1899. During the year the milling capacity of the Province had been increased by over 300 stamps and the Premier anticipated a largely increased output of gold in the near future. Modern methods were replacing the old-fashioned and expensive ones, the attention of investors was being attracted to the lower grade of ores and the industry was losing its speculative basis and being established on a more solid financial footing. Eight days after this speech of Mr. Murray's, the Report of the Hon. Charles E. Church, as Commissioner of Mines, was presented to the House. The total production of coal for the year ending September 30 1900 was 3,238,245 tons as compared with 2,642,333 tons in 1899. The distribution of sales in the two years was as follows:—

To	1899.	1900.
Nova Scotia	129,477	863,900
New Brunswick	327,504	406,519
Prince Edward Island	106,755	99,307
Newfoundland	66,881	68,103
Quebec	1,029,288	934,229
West Indies	6,044	.....
United States	153,188	624,273

The shipment to other countries only totalled 1,215 tons. These sales, amounting to 2,997,546 tons, were the basis of the revenue, and this, including fees, was $413,874, as against $319,150 in the previous

fiscal year. Besides gold and coal there were 15,597 tons of iron ore produced in Nova Scotia during the year, 8 tons of manganese ore, 62,000 tons of coke, 122,281 tons of gypsum, 56,500 tons of grindstone, 50,000 tons of limestone, 783 tons of barytes, 1,100 tons of tripoli and silica, and 600 tons of copper ore.

There was some criticism over the omission of values in the Report. Mr. E. M. McDonald claimed that in this and other particulars it was below the standard of the other Provinces. The Premier replied that the placing of values upon the product would be largely guess-work, and it was better as it was. In Committee, on April 2nd, Mr. C. S. Willcox, the Opposition Leader, while paying high tribute to the long and faithful services of the Commissioner of Mines, was strongly of opinion that the Department required re-organization or extension, and to be placed upon a more up-to-date basis. The matter was very important. "It was our mineral wealth that differentiated us from the other Provinces of the Dominion, and which, when properly developed, would give us the highest position in this respect among the Provinces—not even excepting British Columbia." They had 5,000 square miles of gold-bearing area, and he believed that this might yet be a greater interest than their coal production.

The Government would be justified in using extraordinary efforts to test the character of these ores and the correctness of the theory as to their richness. An assay office should be attached to the Department, and the mining inspectors should be thoroughly scientific and competent men. Accurate records should be kept of all abandoned mines and workings in the Province, and information as to prices of minerals ought to be obtained and preserved. The Department should watch the markets available for our ores, and when one was dull should be able to find another. The mineral resources of the Province ought to be better advertised, and for this purpose the Imperial Institute in London more effectively utilized. In reply, the Premier declared that the mines and miners of Nova Scotia were as well equipped as those of any country in the world. The Government were considering the matter of an assay office, and had already taken steps to test the gold resources of the Province. As to advertising, the results of such arrangements as that with Mr. H. M. Whitney, or the interest aroused in financial circles by the offer of millions of Dominion Iron and Steel Company stock, were superior to any number of paid advertisements.

In the Legislative Council on March 25th, the Hon. Robert Drummond asked what arrangements had been made by the Government to answer inquiries in London as to the value and extent of the coal and gold mines of the Province. He spoke of the increased production of coal, which he estimated for the current year at 3,750,000 tons, and of the additional market in Nova Scotia and in the Province itself created by the Whitney industries. He feared, however, that with this growth in production would come a competition in sales which might bring prices down to their former unsatisfactory level. New markets must be sought, and he believed in trying those of England. It would take

time and money to develop such a market, but he thought it worth trying. The coal industry in the Province had other sides than that of revenue. He believed that the wages paid out this year, exclusive of construction work, would be over $5,000,000. The twelve Coal Companies of Nova Scotia employed 7,500 men directly, and as many more indirectly. The Hon. Mr. Armstrong followed, and expressed the belief that "one million tons of coal used at home was worth five million tons sent abroad." The development of steel manufacturing and the employment to labour were two reasons for this belief. Information was at hand that there were large deposits of iron ore in the County of Annapolis, and if this and other stories of Provincial resources were true, he thought Nova Scotia might in future be made the nucleus and basis of a complete England.

Commenting upon the Premier's expression of pride in the mining progress that was being made, and in the arrangements with Mr. Whitney in Cape Breton, the Windsor *Tribune*, on May 3rd, declared that the net result might be summed up in the fact that "in order to supply the citizens of Boston with cheap gas, the citizens of Nova Scotia have been forced to pay one dollar per ton for coal more than the usual price." This idea formed a basis of Conservative attack upon the Government during the ensuing autumn elections—the Halifax *Herald* claiming that control of the coal mining industry for a century had been given away to the Whitney syndicate, and as a result every coal user in Nova Scotia was now paying from $2.50 to $3.50 a chaldron more than formerly. The answer to this charge was that the Dominion Coal Company only held a proportion of the coal areas of the Province, and that prices were the same for coal on the mainland as in Cape Breton. Cheap coal meant cheap wages. On September 19th, Mr. George E. Boak supplied the Halifax *Chronicle* with the prices of coal in July of each year from 1889 to 1901. The figures ran from $5.55 in 1889 to $5.75 in 1891-2-3-4, down to $5.25 in 1898, and up again to $5.75 in 1899-1900, and $6.00 in 1901.

The Mines of New Brunswick

In his official Report for 1900, issued towards the end of the year, the Hon. A. T. Dunn, Surveyor-General of the Province, declared that greatly increased interest was being shown in the mineral development of New Brunswick. The Intercolonial Copper Company, at Dorchester, had been specially active; a large quantity of ore had been mined and substantial buildings erected. Recent investigation had shown their copper resources to be of very great extent. The coal resources of the Province had received close attention from the Government, and investigations were going on in various directions. So with oil exploration and manganese mining. The amount received from mining licenses during the year was $2,576. The official figures of the Government puplished in 1901, showed a production of 10,000 tons of coal in New Brunswick during the previous year, and an export of only 107 tons. The import of coal from Nova Scotia was at the same time 455,301 tons. There was $145,850 worth of gypsum produced during the year.

Speaking in the Legislature on March 5th, the Premier declared that New Brunswick coal was of most excellent quality. There was no question in his mind that it would soon be in a position to compete with that of the neighbouring Province. To this end railways were being constructed, arrangements made with the Intercolonial to use New Brunswick coal, and contracts of a similar nature entered into with other roads. Later on the legislation connected with a railway in the Counties of Queen's and Sunbury was enacted and an effort made to promote the development of the rich deposits of that region —calculated to contain over a hundred million chaldrons of coal. Speaking to the Montreal *Gazette* on March 17th, the Hon. H. A. McKeown, of New Brunswick, referred to this coal area. "These deposits have been examined by geologists, and the statement has been made to the effect that there are 150,000,000 tons in sight, the surface veins running all over the interior of the two counties named at a thickness of from two to four feet." He considered it the best coal "for steam purposes" of any found in the Maritime Provinces. If equal to the test, the Dominion Minister of Railways had already promised to take 100,000 tons annually for the Intercolonial, and it was expected that the Canadian Pacific Railway and the Canada Eastern would each take 50,000 tons.

To the other minerals some encouragement was given during the Session. A Company in Albert County had spent $30,000 in development work in connection with shale and now offered to expend at least half a million more upon plant, tunnel and railway if certain concessions were granted. These the Legislature authorized the Government to give. On March 11th the subject of oil and natural gas came up and the Hon. Mr. Dunn stated that various experiments and operations had been carried out by the New Brunswick Petroleum Company at an expenditure of $20,000 to date. It was stated by Mr. N. Lodge, Secretary of the Company, in the St. John *Telegraph* of August 31, 1901, that all reports indicated the presence of oil in paying quantities in the Counties of Westmoreland, Albert, Kent, Restigouche, Northumberland, York, King's, Queen's, Sudbury, and Gloucester. "At present," said the above mentioned paper, "there is a very general opinion in Westmoreland and Albert Counties that the mining of oil is likely to become one of our great industries." Iron, manganese and albertite were, it may be said, at one time developed in the Province but production has now practically ceased. There is, however, a wide general distribution of minerals in New Brunswick—iron ores, copper, manganese, bituminous coal, gypsum, graphite, granite and limestone being the largest in estimated quantity.

Minerals in the Territories

The Mineral fields of the North-West Territories possess great possibilities of development and have a considerable present value. The lignite coals of Souris and Western Alberta, the bituminous coal of the Rocky Mountain foot-hills, the steam coal and anthracite of Canmore and Banff are now well known. In the Souris country there is said to be 7,000,000 tons of lignite coal underlying the surface and it has been

estimated that the easily available fuel contained in the seam worked at Lethbridge, and running between the Belly and Bow Rivers, amounts to 350,000,000 tons. The coal-bearing region of the Territories up to the 56th degree of Latitude is placed at 65,000 square miles in area. Away to the north are further extensive resources of coal, unknown in quantity and inaccessible for present use. There is also in the northern part of Alberta and in Athabasca every evidence of the existence of a great petroleum field. Natural gas has also been found over a wide area and under convenient and payable conditions. Gold has been found and worked in North Saskatchewan and other rivers, while copper and lead ores are known to exist in immense quantities to the far north.

In 1900 Manitoba and the Territories, together, produced $351,950 worth of coal as against $128,953 worth ten years before. The coal exports of the Territories were $31,888 in 1900 and a total since 1891, when the trade commenced, of $363,729. The production of coal had meanwhile really increased, although the export had diminished. In his annual Report to the Lieut.-Governor, Mr. J. H. Ross declared under date of February 26, 1901, that the output of 22 mines was 303,730 tons of bituminous coal and 17,549 tons of anthracite. "Coal mining is destined within a few years to become a very important industry in the Territories. It already provides occupation for some 800 men and the annual output at nearly all the mines is rapidly increasing. The demand for coal for domestic purposes will reach large proportions during the near future." Low-priced coal would, he thought, be an encouragement to immigrants, and the increasing number of the latter would promote in turn the production of coal.

Mines and Mining in British Columbia

This Province of Canada is one of the great mining regions of the world; with resources which are practically illimitable in variety and extent. Development has, for many reasons, hardly touched the actual quantity of coal and gold, silver and copper and lead which its mountains and valleys contain. Yet the total production over a term of years has been sufficient to indicate the great possibilities of the future. The total output of the Province up to and including 1900 has been $152,155,208. Of this sum placer gold is to be credited with $62,584,443; lode gold with $12,812,860; silver with $13,649,809; lead with $7,619,956; copper with $4,362,583; coal and coke with $49,140,917; and miscellaneous minerals with $1,904,640. The annual production of all minerals increased from $3,521,102 in 1891 to $7,507,956 in 1896. In 1898 it was $10,906,861; in the next year it was $12,393,131; and in 1900 the total was $16,344,751 distributed as follows:—

Gold, placer	$1,278,724	Lead	$2,691,887
Gold, lode	3,453,200	Coal	4,318,785
Silver	2,309,200	Coke	425,745
Copper	1,615,289	Miscellaneous	251,740

Addressing the annual meeting of the Crow's Nest Pass Coal

Company in Toronto on March 1st, Senator George A. Cox, the President, dealt with the immense coal resources of this Province. Fears of any shortage in the supply of coal or coke to local smelters in order to benefit the American interests of the Company were, he maintained, groundless for many reasons. "In the Geological Reports it appears that there are 550,000 acres of coal lands in the Crow's Nest country containing a supply of coal which is conceded by all authorities to be practically exhaustless; it being estimated that there is in that area 20,000,000,000 tons of coal. This would admit an output of 10,000 tons per day—allowing 300 working days a year —for over 6,000 years."

If they could obtain entrance and transportation to the United States market he expected a demand for 4,500 tons of coal per day. A large portion of this would be converted into coke in the local ovens and within five years they would have three industrial centres established in this region with a pay-roll of $10,000 a day. This would, however, not be possible without direct railway entrance to the American markets. Hence their request to Parliament for a charter. "There is hardly any industry so universally beneficial to a country as coal mining and coke making for export trade. The coal and coke are both brought to the last stage of perfection before being shipped out. All labour is expended on them in the country and there is nothing further to be done with them except to consume them."

On June 29, 1901, the Report of the Provincial Minister of Mines—the Hon. Richard McBride—was made public. It was an exhaustive document and amongst other facts indicated the distribution of minerals in the Province. Placer gold was apparently produced chiefly in the Cariboo, Cassiar (including Atlin), East Kootenay, Lillooet and Yale districts; lode gold in West Kootenay Lillooet, Yale (Camp McKinney) and the Coast districts; silver in East and West Kootenay—Nelson, Slocan and Rossland—and the Coast; lead in East and West Kootenay—Nelson and Slocan; coal in East Kootenay (Crow's Nest Pass) and on Vancouver Island.

The mines most extensively developed and equipped were stated to be the Consolidated Hydraulic Company's mine at Quesnelle Forks; Le Roi, Centre Star and War Eagle at Rossland; Athabasca, Silver King, Yellowstone and Ymir near Nelson; Mother Lode and Old Ironsides near Greenwood; Cariboo at Camp McKinney; Van Anda on Texada Island; the Crow's Nest Pass coal mines near Fernie; and the coal mines on Vancouver Island. Smelters had been established at Pilot Bay, Nelson and Trail in the Kootenays; at Grand Forks, Greenwood and Boundary Falls in the Boundary district; and at Van Anda on Texada Island. The Northport smelter and others near the boundary, on American soil, also treated quantities of British Columbia ore.

According to the British Columbia *Mining Record* of August, 1901, a large amount of American, and considerable British capital have been going into these mining interests. Many of the mines had paid dividends during the preceding year ranging from $10,000 to

$50,000, and this paper named sixteen companies which had paid various sums totalling $6,242,337. The Report of the Minister of Mines stated in this connection that the mines of the Province had, as a whole, paid back in principal and interest to the lenders of the money for their development, amounts ranging from $6,529,420, in 1898, and $6,751,664, in 1899, to $10,069,757, in 1900—an increase of 49 per cent. over 1899 and 54 per cent. over 1898.

The production of the chief mining divisions of the Province in 1900 was $510,000 in Quesnel, as against $193,300 in the preceding year; $467,479 in Cassiar, against $819,380 in 1899; $2,855,851 in East Kootenay, compared with $523,666; $787,082 in Nelson, as against $879,185; $2,063,908 in Slocan, compared with $1,740,372; $2,739,300 in Trail, as against $3,229,086; $1,358,383 in Osoyoos, as against $234,167; $4,805,153 in the Coast region, as compared with $4,094,903 in 1899. The Minister's Report gave the following data as to the relative progress and position of the mining industry in the three years, 1898, 1899, 1900:—

"Placer gold in 1900 shows a 5 per cent. decrease from 1899, and 99 per cent. increase over 1898. Lode gold in 1900 shows a 21 per cent. increase over 1899, and 57 per cent. increase over 1898. Combined gold in 1900 shows a 12½ per cent. increase over 1899, and 66 per cent. increase over 1898. Silver in 1900 shows a 39 per cent. increase over 1899, and a 3 per cent. decrease from 1898. Copper in 1900 shows a 19½ per cent. increase over 1899, and 85 per cent. increase over 1898. Lode in 1900 shows a 206 per cent. increase over 1899, and 150 per cent. increase over 1898. Coal in 1900 shows a 10 per cent. increase over 1899, and 27 per cent. increase over 1898. Coke in 1900 shows a 148½ per cent. increase over 1899, and 143 per cent. increase over 1898. Other materials in 1900 show a 22 per cent. increase over 1899, and 66 per cent. increase over 1898. Total output in 1900 shows a 32 per cent. decrease over 1899, and 50 per cent. increase over 1898."

As to the future, it was officially declared that "every accessible section of the Province is being 'prospected,' more or less thoroughly, and many sections are being developed with good prospects of success, while still others, which are known to contain valuable minerals, must necessarily lie dormant until the growth of the country provides sufficiently good transportation facilities to enable them to be opened up." During 1901, according to later statements by Mr. W. F. Robertson, Provincial Mineralogist, progress has been considerable. The new placer fields in Atlin, the Cassiar region and in Cariboo, near the Horsefly River, promise an important revival of that formerly great industry. Hydraulic mining plants costing large sums of money were being installed in Atlin, Cassiar, Omenica and Cariboo; dredging for gold was being carried on actively in the Fraser, Thompson, Quesnel and other rivers; lode gold mining at Ymir, Cariboo, McKinney and elsewhere, together with gold and copper ores at Rossland, and silver and lead in East Kootenay, were being largely developed.

Rossland, during 1900 and 1901, maintained its position despite

financial troubles and labour complications. The product of the Camp increased from 1,856 tons, valued at $75,000, in 1894, to 111,282 tons in 1898, worth $2,470,811. In 1900 the output was placed at 221,902 tons, valued at $3,500,000, while that of 1901 was estimated in the British Columbia *Mining Record* at 295,700 tons. In the beginning of the latter year something like 400,000 tons had been expected, but difficulties intervened. Elsewhere constant mineral discoveries were being announced in the press—great coal deposits near the Crow's Nest Pass mines, placer gold in large quantities in the Cariboo regions and extensive mica deposits near Vancouver.

When the official figures of the production of the Province for the year ending December 31, 1901, were made public, it was found that the increase was 25 per cent. over the preceding year, and in every line except placer gold and lead. In copper the gross value of production had increased 206 per cent., chiefly owing to the development on Vancouver Island. The total for placer gold was $892,500; lode gold, $4,704,200; silver, $2,624,002; lead, $1,970,641; coal, $4,587,630; coke, $673,800; miscellaneous, $309,030. The total production was therefore, $20,713,501, as against $16,344,751 in 1900.

Lead Mining in British Columbia

A very active agitation for Government assistance in the development of lead mining and smelting commenced in this Province early in 1901. A statement regarding the matter was submitted to the Dominion Government on February 16th by Mr. T. G. Blackstock, of Toronto, in which he made an urgent plea for a bounty on lead refining, to be limited in amount, duration and as to tonnage, and claimed that much incidental benefit would accrue to other mining interests from such a policy. On March 14th the Nelson Board of Trade passed a long Resolution declaring that lead mining had already grown into a most important industry, giving employment to a large number of men at high wages, and supporting the population in an extensive area of the Kootenay district; that further development depended on the miners getting their ore smelted at a reasonable charge for freight and treatment; that the demand for these lead ores by smelters in the United States had almost ceased, and that the existing capacity of British Columbia smelters was utterly inadequate to treat the output of the lead mines; that the establishment of a lead refinery, readily accessible to the smelters in the lead producing districts, would lead to the erection of more furnaces. For these reasons the Board considered that "the establishment of a lead refinery in an accessible position in Canada is the surest and best means of fostering the lead mining industry in British Columbia," and asked the Dominion Government to assist such an industry, until fully established, with a bounty granted for five years, of five dollars per ton of pig lead—product from ores mined, smelted and refined in Canada.

Steps were at once taken by this Board of Trade, and those of Kaslo and Sandon, to send delegates to Ottawa to press the matter upon the Government. On March 21st the citizens of Silverton met and passed a Resolution similar to that of Nelson. Other mining

communities joined in the agitation, and on April 15th a large deputation from the Kootenay district, generally, waited upon the members of the Government at Ottawa with the object of securing a bounty towards establishing the lead refining industry in Canada. Delegates were present from Nelson, Kaslo, Sandon, Rossland, Fernie and Greenwood, and were accompanied by the Senators and members for the Province. With Sir Wilfrid Laurier were Sir Richard Cartwright, the Hon. Mr. Fielding, the Hon. Mr. Sifton, the Hon. Mr. Paterson and the Hon. Mr. Sutherland, while Mr. W. A. Galliher, M.P., introduced the deputation and handed the Premier a Memorial on the subject in question. According to this document the British Columbia production in 1900 of 60,000 tons of silver-lead ore contained silver to the value of $2,295,099, while the 30,000 tons of metallic-lead produced was worth $2,690,577. The total lead production of the Province to date was $20,000,000. "The bulk of all this class of ores hitherto mined in British Columbia has been smelted in the United States, and the portion of it that has been smelted in Canada has also gone to the United States to be refined."

At the beginning of 1901, however, the American Smelting and Refining Company—a trust comprising the bulk of American concerns—had withdrawn from British Columbia altogether, and left the industry in an almost helpless condition. The only way of meeting the situation was to establish a Lead Refinery in Canada; but this would require a very large amount of capital, and the Memorial asked for a bounty of $5.00 per ton for five years upon pig lead, the product of ores smelted and refined in Canada. The industry, it was thought, could be made an important one to the Province, while the extra employment given to labour in British Columbia would provide consumers for Eastern Canadian products. After the document—which was signed by Mr. David Heap as Chairman, and Mr. M. S. Logan as Secretary—had been read, speeches were made by Mr. George Alexander, of Kaslo; Mr. H. E. Crosdaille, of Nelson; Mr. G. O. Buchanan, President of the Kaslo Board of Trade, and Messrs. S. S. Fowler, D. Heap and J. Roderick Robertson.

No definite promise was given, but on May 21st the Hon. Mr. Fielding, Minister of Finance, moved a Resolution in the House of Commons to the effect that the Governor-General-in-Council be authorized to pay the following bounties on lead refined in Canada from materials produced in Canadian smelters from Canadian lead ore:—

1.	On every ton of lead refined in 1902	$5 00
2.	" " " " " " 1903	4 00
3.	" " " " " " 1904	3 00
4.	" " " " " " 1905	2 00
5.	" " " " " " 1906	1 00

These bounties were to be paid on the 1st days of July and January in each year, and were not to exceed $100,000 in any year. The Minister pointed out that for many years the silver-lead refining industry of British Columbia had been recognized as an important one.

In 1895 an Act had been passed voting $150,000 to encourage the smelting of silver-lead ore, and under its terms—which had since ceased to operate—several smelters had come into operation. Only those of Nelson and Trail, British Columbia, were still in existence. The business, however, was in a state of fair development, and had it not been for the consolidation of all the lead companies of the United States into the American Smelting and Refining Company, with a capital of $60,000,000, and the resulting severe competition, there would probably have been a production of silver-lead ore in Canada this year of some 100,000 tons. Hitherto these ores could be sold in the United States, but of late conditions had changed. "The American tariff is so regulated as to give every possible encouragement to their own industry, under the operation of which it is very difficult for us to send our products into the United States. Then there is a certain advantage in the American system of refining which operates in their favour." Of late the American concerns had declined to purchase Canadian lead ores, although receiving the bullion for treatment in their refineries, and it had "become a question whether or not we will have any lead industry in Canada at all."

It had, therefore, been determined by the Government to do for the refiners what was done years ago for the smelters. "The conditions in Canada are favourable, and we ought to be able to establish the industry on a permanent basis." The business, Mr. Fielding pointed out, involved the need of a large capital. The Refinery costs at least $250,000; the carrying of stock is a heavy item, and from one to two millions is required by those going into such an enterprise. In this case the applicants asked for more than the bounty indicated, but, after consideration, the Government had thought the proposed amount should be sufficient to start the industry going. He stated that the output of the silver-lead ores of Canada from 1888 to 1900 represented a total value of $20,000,000. During 1900 the value was $5,000,000. The Government were giving this bonus in response to the request of a large deputation from British Columbia, and they believed the scheme to be approved by miners, smelters and all concerned. The proposal was duly accepted by the House.

Mining Conditions in British Columbia

There were several strikes and labour complications in the Province during the year, and the mutterings of agitation were more numerous than desirable. But the principal trouble was the strike at Rossland, beginning on July 11th, and including over 1,000 men. The affair commenced in a strike by the employees at the Northport Smelter (on the other side of the American border) owned by the proprietors of the Le Roi Mine in Rossland. It spread finally to the latter place in the form of a strike for an increase in the wages of the muckers from $2.50 to $3.00 a day, and was decided upon at a meeting which was not largely attended. The final vote of the miners was given under conditions which were said to have been contrary to the rules of the Western Federation of Miners, to which they belonged.

Mr. W. L. Mackenzie King, Deputy Minister of Labour, who was

sent to the scene of the trouble in November, reported that the chief object of the strike was really the prevention of alleged discrimination by the Rossland companies against the Union. Eventually most of the mines, including Le Roi, War Eagle and Centre Star, were closed down for some time. Le Roi was the first to open up again by taking on new men and facing the angry situation which this necessarily caused. Toward the end of the year, according to the Report of the Deputy Minister, under date of November 18th, the strike had practically, though not nominally ended, and all the men needed to work the mines were available.

There was some mining legislation during the Session of the Provincial Assembly, introduced by the Minister of Mines. His chief objects appear to have been an increase in the size of the claims; the prevention of wholesale staking under powers of attorney; and the prevention of jumping claims. Diggings were divided into three classes—creek, bar and dry—and bench and hill diggings were eliminated from the new classification. Discoverers were given larger claims. An important clause compelled all judgments affecting mineral claims to be sent to the Mining Recorder, and entered in the books of the district concerned. Free miners were allowed to consolidate claims up to ten in number. No free miner was to be allowed to divert a stream until he had given adjoining owners ten days' notice. By the "Inspection of Mines Act," a uniform code of signals was authorized for use in the mines. Monthly returns were to be made by all mines engaged in treating or shipping ores, and they were to include the quantity of ore mined or treated, and the assay value thereof. Engineers in charge of hoisting plants were forbidden to work more than eight hours a day.

During the year a Memorial was prepared by the British Columbia Mining Association—representing the metal mining industry of the Province—adopted by resolution at its meeting in Nelson on June 28th and duly forwarded to his Excellency the Governor-General. The document pointed out that large amounts of British and Canadian capital had been invested in their industry which had, in the preceding year, reached a production of $11,348,481 and that this development had stimulated other industries and increased the population of the Province from 65,000 to 110,000 whites. It was stated that British Columbia was 700 miles in length, 400 in width, and had an area of 280,000 square miles, or 179,200,000 acres, which were generally believed to constitute one vast mineral field. Within the past year or two, however, the swarming prospectors and pioneers of mining had disappeared; the flow of capital into the Province had been practically cut off; the metal production was decreasing; numbers of producing mines had closed down and most of those still operating had ceased to pay dividends.

The chief cause of the trouble was alleged to be unwise legislation. Other causes were admitted such as the ordinary elements of chance and difficulties of pioneer work; over-valuation, stock swindles and bad management. "These evils, however, together with the tendency

to ascribe to each individual failure some natural cause have blinded the public to their great and overwhelming burdens." The eight hour law was said to have increased the cost of underground labour by about 15 per cent. and to have been passed in an unfair manner by the Legislature. It had also created severe struggles between capital and labour and changed friendly relations to class antagonism. The Government had made unreasonable demands for information concerning private business, for alleged statistical purposes, while their new Mines Inspection Act had dangerously interferred with delicate and technical operations. By the Master and Servant Act mine-owners were prevented from bringing in miners from the other Provinces and by the Alien Labour Act from importing any from the United States. Yet skilled mining labour was the thing most needed in British Columbia and difficult enough to get in any case. The Memorial concluded by declaring that "there is little hope for proper security for investors in British Columbia mines until this policy is changed" and by asking for a Royal Commission to inquire into the whole matter.

Members of the Government hastened to deny many of the statements in this document. It was made public on July 30th, and on August 3rd the Hon. R. McBride, Minister of Mines, was interviewed by the Victoria *Colonist*. He did not attach much importance to the Memorial as a whole and thought that the Dominion Government would probably ignore it altogether. It was, he charged, a political move againt the Provincial Government. The returns asked were for facts necessary and reasonable; the legislation regarding inspection had been approved by a large proportion of the mine-owners and managers before it was enacted; the incidence and imposition of taxation were less in British Columbia than in other mining countries; the changes in law of late years had been very few and in no way prejudical to capital. "The causes for any depression which may exist in the mining industry in British Columbia are not attributable to legislative enactments or restrictions, but to a condition of things brought about by over-booming, over-speculation and over-capitalization of companies." Mining promoters in the East and in London were equally responsible for this with the same class of people in the Province. The immediate local causes of trouble were the labour difficulties of 1899, the outbreak and continuance of the War, and the closing down of the War Eagle mine. If, he continued, a Royal Commission were to be appointed it would have to be Provincial in its scope. Perhaps it would be well for the Dominion and the Province to each appoint one.

Two days later, in the Vancouver *World*, the Hon. J. H. Turner, Minister of Finance, stated that in almost all the American States mines were taxed higher than in British Columbia while little in the way of Government roads, tracks, etc., were given in return. If the United States system of taxing mines as real and personal property was followed, the revenue would be immensely increased and there might then be some cause for complaint. The tax on the mineral

output to June 1900 was $31,894, or only one-tenth of one per cent. upon a total of over $11,000,000. During the same period the salmon canneries paid over one and a half per cent. on their whole product. "I think the Memorialists should have been more careful in compiling statements, the effect of which, as given to the public, must be most injurious. They should know that the subject of taxation is a most difficult one." No explanation was made as to how many of their figures were arrived at and this, he declared, made them still more misleading and unfair.

A notable analysis of the whole situation was made in the July number of the British Columbia *Mining Record*. The first symptom of disorder as well as the cause which had prevented the production of the Province from increasing by leaps and bounds, instead of by a few millions a year, was stated to be the increasing difficulty of securing capital for development purposes. "The reason is that the promises made in the name of the Province to investors who have already supplied capital have not been kept." Collateral influences were declared to be the exaggerated anticipations of investors; the extravagance and imcompetence of their representatives; the over-taxation and the injurious incidence of taxation; extensive swindling on the part of company promoters and managers—as in the British American Corporation where a capital of $7,500,000 was lost without the mines of the Province being responsible for a dollar of it; occasional mismanagement of mines; and labour complications. The last mentioned difficulty, however, was no worse than in any other mining country, and certainly not sufficient to cause any discrimination againt British Columbia. The Mining laws, though capable of improvement, were not thought to be an important factor in the existing stagnant condition of investment.

Yukon Mines and Mining

The exact value of the gold production in the Klondike, or British Yukon region, has always been a somewhat disputed point. Mr. E. G. Prior, M.P., of Victoria, went into the matter in the House of Commons on April 30, 1901, and quoted the *Post-Intelligencer*, of Seattle, as making the statement that, in 1900, when the Canadian officers in the Yukon reported royalties on $11,752,560 worth of gold, the records of the Dawson Customs House brought the total up to $14,000,000 and the Seattle figures to much more. "The fact now appears that the Seattle Assay Office received from the Klondike $16,946,437, and sufficient bullion is known to be lying in safe deposit in this city to advance the total to more than $20,000,000." Mr. Prior pointed out that the Government of the Yukon in collecting royalties must, as a result of these figures, have been "fooled by the miners to the extent of nearly $9,000,000 which has gone into American territory and has paid no tax to the Dominion Treasury." The official Dominion statistics gave a yearly production between 1886 and 1896 of from 100,000 to $300,000. In 1897 it was $2,500,000; in 1898, $10,000,000; in 1899, $16,000,000; and in 1900, $22,275,000. The estimate for 1901 was $25,000,000.

From time to time during the year various statements were made as to the probable decline of production in the Yukon, and upon this point the *Financial News*, of London, England, had an important article, from a Klondike correspondent, early in March, 1901. He believed that although more than $60,000,000 had already been taken out of the Creek deposits, 75 per cent. of the gold still remained—aside from the hill gravel and the white quartz drift. This latter was of enormous extent and value. Probably 330,000,000 cubic yards lay in three valleys, which he mentioned, worth any way from 5s to 30s per cubic yard. Working conditions, however, required lower royalties and cheaper freight. In an interview with the Toronto *Mail and Empire*, on May 3rd, Mr. J. H. Davidson, of Dawson, estimated the summer yield at about $25,000,000. "This is all from the placer mines, but quartz mines have been discovered and these, with the Creeks constantly opening and the new and cheaper processes of working the power claims, will tend to give Dawson a permanency." Summer mining would, he thought, be the rule in the future. The London *Advertiser*, on April 3rd, published a letter from Mr. Fred Fysh, formerly of that city, which served to bear out the statements of Mr. Davidson:—

"I, like hundreds of others, believe this country has been simply scratched over; that the real work of finding and taking out the precious metals has only just begun. Many creeks have not been sufficiently prospected to have been given a black eye, and inside a year they may come to the front as good producers. An immense quartz lead has recently been followed up, which seems to run across country for miles, and assays of the rock have been made which run from $30 to $40 to the ton. The lead has not been sufficiently prospected, however, to demonstrate its value."

The question of regulating the mining industry and obtaining a due share of return from it for the Government of the country was much discussed during the year. Early in January the Yukon Council memoralized the Dominion Government, in a majority Report, for various reforms. It asked for free mining machinery and the repeal of the law forbidding Dominion officials from holding any interest in mining properties; for the extension of time to two years in which to begin operations on *bona fide* hydraulic claims; and for various regulations, amendments and changes in the law effecting mining operations in the Territory. A reduction of the royalty to 5 per cent. on the gross output was demanded; or if that were objectionable, the establishment of a local assay office; or else the imposition of an export duty on the gold and its treatment as an ordinary article of commerce for which the person carrying it would have to pay a tax. The minority Report suggested a reduction at 2½ per cent. in the royalty *plus* a larger exemption in amount, or else a simple reduction in the royalty to 4 per cent. of the net profits on the gold mined. An assay office should also be established. It was generally understood that Commissioner Ogilvie favoured a reduction in the royalty.

On March 12th it was announced at Ottawa that the Yukon royalty on gold would be reduced to 5 per cent. During the same month various innovations were made. The Crown claims, with specified exceptions, were thrown open and Dominion Orders-in-Council abolished the restrictions confining a miner to one claim, allowed him to stake a claim wherever he chose and to abandon those which did not suit him, whenever he felt inclined. In August it was stated that the new Commissioner, Mr. J. H. Ross, had declared in favour of an export duty on gold in place of any royalty. Under the latter system there was a great leakage of revenue due to the natural desire of the miner to avoid payment of the tax; while under the new proposal this tendency would be obviated by the penalty of confiscation. Sir Mackenzie Bowell, late Premier of Canada, upon his return from a visit to the Yukon, seemed to think there was something in the complaints of the miners as to exactions and undue restrictions. He favoured the Commissioner's idea of an export duty and in an interview with the Winnipeg *Telegram* on September 18th expressed his believe that it would be satisfactory to the miners, and a substantial benefit to the revenue of the country. It may be stated here that the total gold production upon which royalty was collected in 1898-99 was $5,882,626 and the exemptions $1,699,657. In 1899-1900 the figures were respectively $7,307,720 and $2,501,744.

In an interview recorded in the British Columbia *Mining Record*, for October, Dr. Robertson, Inspector of Mines in the Yukon, declared that no diminution in the output of the Klondike need be expected for at least 10 years. He anticipated much in the future from steam shovel and hydraulic operations. Permanent and very extensive public improvements were going on and the expenditure for roads alone would amount to $250,000 in the season of 1901. "The reduction of the royalty from ten to five per cent. with an exemption of $5,000 has been a material factor in bringing about an increase in the annual output of the Klondike. And, within a twelvemonth, I look to see the royalty abolished altogether and an export duty of two per cent. substituted. This will force the establishment of an assay office in Dawson."

Section III—FORESTS AND FISHERIES

Forest and Timber Interests of Canada

The forest area of the Dominion is very large. Mr. George Johnson, Dominion Statistician, has estimated it at a total figure of 1,348,798 square miles, of which Ontario possesses 102,118; Quebec. 102,117 ; New Brunswick, 14,766; Nova Scotia, 6,464 ; Prince Edward Island, 797 ; Manitoba, 25,626 ; British Columbia, 285,554, and the Territories 696,952 square miles. According to these figures the comparison with other countries is very striking, Canada having 163 acres of forest and woodland per head of the population, while Norway comes next with a little over nine acres, Sweden with about the same, the United States with seven acres and European Russia with nearly four acres. Dr. Robert Bell, of the Geological Survey, in an address at Ottawa on March 18, 1900, has stated that "the northern forests of Canada stretch from Labrador to Alaska, a distance of 3,700 miles, and have an average breadth of 700 miles." The area of this forest region is 44 times greater than the area of England. The industry arising out of these vast resources in timber has always been an important one in Canada, from the early days when it rivalled the fur trade in public attention, to the second year following the Confederation of the Provinces when (in 1869) the produce of the Canadian forest exported was valued at $20,423,882 out of a total export of $60,474,781. In 1900 it was $29,663,668, and in 1901 $30,276,180.

In northern Ontario there is some pine to be found and quantities of spruce, birch, poplar and tamarac. The forests of the Georgian Bay region still have plenty of pine but are being steadily depleted while the Districts of Nipissing and Algoma are well timbered with pine, birch, cedar, maple, spruce, poplar and tamarac. The Temiscamingue pine lands and the Ottawa Valley forest and lumbering regions are well known. Quebec at one time boasted vast pine forests and they are still valuable though fires and lumbermen are slowly working their destruction. Spruce abounds throughout the Province, as do hemlock, maple, birch, cedar and tamarac. The Labrador country is supposed to be well filled with forests of spruce, birch and tamarac.

In New Brunswick pine has almost disappeared, and spruce is now the staple of the lumber trade. Cedar is abundant and young growths of red pine, poplar and spruce are coming up in the Miramichi district. Nova Scotia has spruce and tamarac in abundance and Prince Edward Island still possesses some good hardwood. In the North-West Territories the forest and woodland region is very sparsely timbered except along the banks of rivers and in the far northern basin of the Mackenzie and its tributaries where lies the great forest belt of Canada with its immense resources of poplar, banksian pine and a superior sort of spruce. Manitoba has some

spruce and poplar and British Columbia has immense forests of Douglas fir in which trees grow to enormous sizes. Next in commercial importance is the cedar and there is an abundance of spruce, hemlock, tamarac and poplar with some excellent hardwood—oak, maple, etc.

The Canadian trade in lumber and forest products is chiefly divided between Great Britain and the United States. In 1899 the exports to the Mother Country were valued at $15,777,996, and in 1901 at $15,662,749, while to the United States they increased from $9,921,704 to $12,190,617 in the same years. In 1901 the Trade and Navigation Returns give the figures as $16,399,614 sent to the British Empire and $13,610,243 to other countries—including the United States. The principal divisions of these exports in 1901 were as follows according to the figures of the Department of Trade and Commerce :—

Products.	To Great Britain.	To United States.
Logs	$433,951	$589,904
Pine Deals	2,698,508	81,578
Spruce and other Deals	7,142,602	479,263
Deal Ends	588,422	51,789
Laths, Palings and Pickets	46,618	536,852
Planks and Boards	1,532,860	6,582,695

The best class of Canadian timber, and especially pine, goes to England. According to figures compiled some years ago, Canada shipped to Great Britain in 1890 68·07 per cent. of Britain's total import of forest-products, and in 1895 33·41 per cent. To the United States in the same period her exports increased from 30·67 per cent. of the American total forest import to 66·05 per cent. The conditions were exactly reversed and this was due chiefly to the cutting of immense quantities of pine saw-logs in the Georgian Bay district. There are various important interests dependent upon the forest product of Canada and the Census of 1891 showed $99,637,522 to be invested in industries connected with timber and wood. The amount paid out in wages was $30,680,281 and the value of the product was $120,415,516. The total working capital of saw-mills alone was $27,149,847 ; the average number employed, 51,378 ; the aggregate yearly wages, $12,625,895 ; the value of the product, $51,-262,435.

Taken over a term of years the general progress of the industries dependent upon the forests is best seen. The export of pot and pearl ashes—one of the oldest of Canadian industries—is gradually dying out. In 1868 it was $719,613 ; in 1901 it was $48,579. Bark for tanning was exported in 1876 to the value of $170,632 and in 1901 to the value of $62,024. The export of firewood decreased from $495,648 in 1868 to $90,905 in 1901, while that of logs increased from $170,489 (including shingle bolts) to $1,055,551. Lumber (including deals, pine, spruce, etc., and deal ends) was exported in 1868 to the value of $4,121,539 and in 1901 to that of $11,693,516. The export of laths, palings and pickets in 1868 was $143,982 and in 1901 $603,720, and that of joists and scantlings was $102,581 in

the former year and $387,150 in the latter. Planks and boards were $6,640,689 in 1868 and $9,380,505 in 1901; staves and headings were respectively $783,196 and $438,973. The total export of timber, therefore, increased in this period from $11,794,030 to $22,977,574. Pulpwood rose from $80,005 in 1890 to $902,772 in 1900 and $1,397,019 in 1901. The total export of all forest products (including manufactures of wood) from Canada was $18,742,625 in 1868 and $30,009,857 in 1901—the year 1897 being the only other period in which the export reached the latter figure.

The regulations in the different Provinces concerning timber vary considerably. In Ontario the export of pine and spruce in the log is prohibited when the timber is cut on Crown Lands. In Quebec a rebate of $1.50 per cord on stumpage dues is allowed on wood from which pulp is manufactured in the Province. Nova Scotian forests are almost entirely owned by private persons. According to an estimate made in 1894 the areas of timber lands leased to lumbermen were 22,557 square miles in Ontario, 46,556 square miles in Quebec, 6,318 square miles in New Brunswick, and 3,956 square miles in Manitoba, the Territories and British Columbia.

At the annual meeting of the Lumbermen's Association of Ontario, in Toronto, on January 29th, the President, Mr. John Waldie delivered an address of considerable interest. He stated that in two years the wages in the woods had advanced 60 per cent.; supplies, such as bacon, butter and horses had increased in price, while lumber had also risen considerably. Freight rates were still unfair to the lumberman, and a reform, in his opinion, was necessary in tariff matters. "We must insist that our Dominion Government shall adopt a tariff against lumber and all wood products entering into competition, remove them from the free list, aud relieve the lumber industry from the unequal competition of lumber manufactured and freighted under more favourable conditions. To-day labour, machinery and mill supplies are higher in Canada than in the United States, and when low transportation rates on lumber are given from the Southern States we in Ontario are placed in competition with the cheap coloured labour of the South; and lumbermen in New Ontario and British Columbia are at a disadvantage when competing with Oregon and Washington Territory for the trade of our Prairie Province."

The Secretary gave various statistics as to production. White pine timber, in the mills of north-western Ontario, had been transformed into lumber during 1900 to the extent of 476,000,000 feet, as compared with 351,000,000 feet in 1899. The stock on hand of white pine lumber on December 31, 1900, was 216,349,000 feet, as against 120,000,000 feet a year before,and of this stock 92,109,000 feet were sold and awaiting delivery. There had been a large decrease at the same time in the production of Michigan and other United States mills, which had been formerly supplied with Ontario logs. This decrease in Michigan, Wisconsin and Minnesota was given as 478,000,000 feet. At the annual meeting of the Toronto Board of Trade on the same day, the retiring President, Mr. A. E. Kemp, M.P., referred in his

address to the lumber trade, which he described as healthy. "He called attention to the fact that the heavy duty on lumber, imposed by the Government of the United States, still hampered trade with that country; much of the trade is for re-export, either in the rough or manufactured form, chiefly to the West Indies and South America. It was to be deeply regretted that trade is not done directly by Canadians rather than through American channels. The question of allowing the free entry of American lumber into Canada, as against the heavy duties imposed on Canadian lumber entering the United States, seemed unfair, and it was well worthy of the consideration of the Government of Canada."

Lumber and the Tariff in Parliament

Mr. W. H. Bennett moved in the House of Commons, on February 21st, that "in the opinion of this House an export duty should be imposed upon all saw-logs cut on Indian reserves in Canada." He pointed out that for some years this question had been largely discussed in the Legislature of Ontario, and that the final prohibition of the export of logs to the United States, for manufacture, had been most successful. A business of this kind, which in 1897 amounted to 300,000,000 feet in a year, was now entirely stopped. But timber cut on Indian lands was under Dominion control, and, as a consequence, most of this timber—amounting last year to 25,000,000 feet—had been exported to the United States to the distinct detriment of Canadian industry. "In making the motion," continued Mr. Bennett, "I am aware that there is in the American tariff a proviso by which the imposition of an export duty by this Government might result detrimentally to the lumber industry as a whole; for the amount of export duty would be added to the import duty on lumber passing from Canada to the United States. I am not prepared to say whether $1.00 a thousand would result in these logs being manufactured at home. The probability is that it would have to be increased to $3.00 or $4.00." He did not intend to press his motion, but hoped to evoke a statement from the Government that they would follow Ontario's example and prohibit the export of all logs cut on the lands under their control.

Dr. T. S. Sproule did not consider the proposal in the motion a wise one. "I think the Department of Indian Affairs, which has the power to change the regulations just as the Ontario Crown Lands Department did, should change the regulations in such a way as to compel mill owners to saw the logs in this country." Danger of American retaliation would thus be averted. The Minister of Finance (Mr. Fielding) followed in a few brief remarks, stating that the policy of export duties was one it had never been deemed expedient to adopt, though the Government had obtained the legislative power in certain cases to impose them. The matter of regulation, however, was worthy of consideration, though the Government did not wish at present to commit themselves to any definite course. After some further desultory discussion the motion was withdrawn.

In the House, on March 20th, Mr. Bennett also moved the following Resolution: "That in the opinion of this House duties should be

levied upon lumber imported into Canada corresponding with those now existing upon lumber entering the United States." He spoke of the improvement which had come to the lumber industry in Ontario as a result of the Provincial regulation which compelled the local manufacture of pine logs cut within the Province. Long closed mills were now in operation, and many new mills had been built. "But while the Canadian Government has very generously allowed American lumber to come in free of duty, our lumbering interests are hampered to a great extent by the high tariff on lumber going into the United States." The larger part of the $3,614,000 worth of products of the forest imported in the past year were from the United States. Of this total $887,274 was oak, coming into competition with our hardwoods; $398,211 worth was pitch-pine for structural purposes; and there was also $199,415 worth of sawed or hewn lumber, $45,253 worth of shingles and $72,876 worth of staves. Lumber was practically the only manufacturing industry in Canada without protection of some kind.

Mr. T. O. Davis took the Western, or free-trade view of the subject. Most of the lumber imported was, he thought, the raw material for manufacture. The manufacturers of furniture, etc., have to export their goods to Great Britain, and there compete with similar goods from the United States. They should not, therefore, have their raw material taxed. Then he turned to the lumbermen as a class, and declared that it was not fair to tax the great body of farmers "to enable these few lumber manufacturers to get rich." As to protecting the labourers, he pointed out that in British Columbia the mass of the mill workers were Chinamen and Japanese, who had driven the white men out of the industry.

The Hon. E. G. Prior took strong ground for a duty, and pointed out how badly the American $2.00 a thousand feet duty on lumber handicapped the Canadian exporter who, in his own market, had to meet the American on equal terms. "The lumbermen of British Columbia, practically, have to face not only this tariff, but they also have to face a discrimination against them by the ship-owners who supply the ships for carrying the lumber into Puget Sound. The dues charged there for pilotage, harbour dues and insurance rates are, I believe, lower than in the ports of British Columbia." The American competition was very heavy. In the State of Washington there were 444 sawmills, with a capacity of 8,380,000 feet daily, and employing some 25,000 men, while in British Columbia there were only 97 mills, with a capacity of 3,645,000 feet. The people of Washington had a market of 75,000,000 people to deal with, and also that of British Columbia, while the people of the Province were taxed $2.00 for every one thousand feet of timber shipped into the American State. The reason for employing Chinese labour in the mills was the necessity for cheap labour caused by this absence of protection. Supplies, also, were more expensive than further south. "The lumbermen of British Columbia do not ask for protection in order that they may raise their prices to our friends in Manitoba and the North-West Territories,

but merely for the purpose of being able to sell their lumber in Canada."

Mr. Charlton, who has very large lumber interests, followed and described the industry as next in importance to that of agriculture. He confirmed the statements as to the beneficial effect in Ontario of the saw-log regulations and expressed the belief that no serious fear need be entertained of an increase in the price of Ontario lumber sent to Manitoba if that of Minnesota were shut out by a duty. He went on to contend that the United States were constantly taking advantage of Canada in fiscal and trade matters. Last year we bought from them $2,000,000 worth more of lumber and forest products than we sold to the Republic. "Although we sold to them $25,000,000 worth of farm products in 1866 at the close of the Reciprocity Treaty, we sold to them last year only $7,316,000 worth." He asserted that throughout the entire Dominion the lumber interest was practically a unit in demanding a duty. As to the future relations or commercial conferences with the United States, he said: "I believe that the influence that would be exerted upon these negotiations by the imposition of a lumber duty would be a most salutary and a most powerful one. What we need in dealing with the United States is to try and secure their respect, and we can never secure their respect unless we have a proper care for our own interests."

Mr. W. C. Edwards, of Ottawa, with lumber interests as important as those of Mr. Charlton, took an entirely opposite view. He did not believe that the saw-log legislation in Ontario had been desirable. Though a lumberman himself, he would never ask for a duty upon lumber. "On the contrary, so long as I am able I will combat against the great injustice that is done to the lumberman, the agriculturist, the miner and the fisherman of Canada through our protectionist duties." Mr. J. T. Schell followed with the inquiry as to what was to be done about the inevitable retaliation of the United States—the American Statute which imposed a $2.00 additional duty on Canadian lumber should the Canadian Government put any duty on the American product. "I would ask what is going to become of our spruce industry, what is going to become of our hardwood industry? We do not export two per cent. of the ash lumber we manufacture to any country except the United States."

Mr. Walter Scott calculated the total annual production of lumber in Canada at $70,000,000 of which $25,000,000 worth was exported, $2,500,000 imported, and $47,500,000 worth consumed locally. The import, therefore, was only five per cent. of the consumption and could not affect prices to any appreciable extent. He did not believe that the imposition of a duty would in any way aid in obtaining reciprocity. The lessons of history did not indicate such a result as probable. Mr. A. W. Puttee spoke from the Manitoba standpoint. The total value of free lumber imported from the United States by Manitoba and the Territories was $279,000 and was of the cheapest kind, averaging only $12.50 per thousand. "It would appear that the lumber imported into Eastern Canada is principally for manufacturing

purposes or for finishing and the like, while the lumber imported into the West is for the erection of farm buildings and for use by the man who puts up his woodshed until such time as he can raise money enough to build a house." A duty would, therefore, be "a most outrageous tax upon the people of the North-West." The debate was then adjourned indefinitely.

Pulp-wood Concessions in Ontario

A part of the policy of the Ontario Government during recent years has been the granting of timber rights upon certain wild lands of the Province for the purpose of encouraging the pulp-wood industry. In 1899, privileges of this kind were given the Blanche River Company, the Sault Ste. Marie Company—with which Mr. F. H. Clergue was connected—and the Sturgeon Falls Company. The aid given to these enterprises, Mr. J. P. Whitney, the Opposition Leader, had, in the main, approved, but has since opposed further concessions along the lines which the Government had developed. On April 9th in the Session of 1901, the Hon. Mr. Stratton presented to the Legislature an agreement with the Keewatin Power Company—composed of Richard Fuller, of Hamilton; Alexander Fraser, of Ottawa; William Gibson, ex-M.P., of Beamsville; Alexander McLaren, of Buckingham, P.Q.; W. H. Browse, of Toronto, and others—by which the latter was granted the right for 21 years of cutting and removing such timber from those portions of the Crown lands along the rivers and streams tributary to the Lake of the Woods (other than the Rainy River) as might be necessary to enable the Company to work their mills.

Limitation was made, however, to land within the distance of five miles from the shores of the rivers or streams and it was clearly specified that only the right to cut wood was sold and that no ownership in the soil was included; that settlement and mining operations and the right of the Government to sell the lands referred to were not to be affected by the agreement. The Government also reserved the right to sell pine on these lands, other than banksian pine, at any time; and the Company was prohibited from selling or exporting any of the wood which they might cut. In return for their privileges the Company agreed to erect mills "with all convenient despatch" at a cost of $1,500,000, with a capacity for an annual output of at least 40,000 tons and with a yearly average employment of 500 men. One-third of this sum was to be expended within a year of the date of ratification.

The discussion of the question took place on April 11th, when the Hon. Mr. Davis moved the ratification of the agreement. He admitted certain difficulties in the carrying out of previous concessions but declared that upon the whole considerable progress had been made in the development of the local interests concerned. Mr. A. J. Matheson, on behalf of the Opposition, strongly condemned the whole recent system of these grants. He stated, as an illustration, that the Spanish River Pulp Company obtained a concession of 10,000 square miles and that one of the concessionaires shortly

afterwards sold a one-thirtieth part for $10,000 without having himself spent a cent. The implication was that $300,000 was the real value of the concession thus given away. He contended for the Opposition that all these proposed concessions should be advertised and put up to public competition. If this had been done before he believed the Province would have received a benefit of two or three millions. The concessions were granted to friends and favourites of the Government with a few Conservatives included for the sake of a plausible appearance.

Mr. James Conmee defended the grants, pointed out alleged errors in Mr. Matheson's speech, declared that the interests of the Province were amply protected, described the inducements as essential to the obtaining of capital for development purposes and expressed the wish that there were many more such propositions to consider. Mr. G. F. Marter created the sensation of the debate by supporting the Government despite his Conservative affiliations and his one-time leadership of the Opposition. He thought there should be as many pulp concessions as it was possible to grant. He defended the Spanish River Company grant and inquired if business men could be found who would put $500,000 or $1,000,000 into an enterprise without the absolute certainty of getting wood to operate their mills. Sault Ste. Marie was pointed to as an example of what might result from judicious aid given by Governments.

Mr. Whitney spoke with much vigour, denounced the Government as being in league with corporations, declared that the expectations and promises regarding some previous concessions had not been realized, pointed to the introduction of this agreement toward the very end of the Session, alleged the Government themselves to be entirely ignorant of the amount and value of the lands thus given away, and stated that, as the Company could erect more than one pulp mill they could keep their hands upon all the pulp in the territory under consideration, and thus create an actual monopoly. After a brief speech from the Premier, an amendment moved by Mr. Matheson and seconded by Mr. J. J. Foy, K.C., declaring that "This House is of the opinion that all grants of pulp-wood lands should be made subject to public competition and that all dues on Crown timber should be regulated from time to time by this House" was voted down by 45 to 33—Mr. Marter voting with the Government. The agreement was accordingly ratified.

The Fisheries of the Dominion

A country bounded by two oceans; possessed of 12,780 miles of sea-coast; including within its territories or upon its inland borders the greatest bodies of fresh water in the world; must necessarily have immense fishing interests. This natural wealth, indeed, is so important in Canada as to have more than once controlled the foreign policy of the Empire and excited the more than passing attention of American statesmen. Of these Fisheries the Hon. Peter Mitchell wrote in 1870, when he was in charge of that Department of the Government at Ottawa, that "as a national possession they are inestimable; and

as a field for enterprise and industry they are inexhaustible. Besides their general importance to the country as a source of maritime wealth and commerce, they also possess a special value to the inhabitants. The great variety and superior qualities of the fish products of the sea and inland waters of these Colonies afford a nutritious and economical food admirably adapted to the domestic wants of their mixed and labourious population." Yet at the time this was written the total export of Canadian Fisheries was only $3,357,000.

The export figures, however, do not give a fair impression of actual production or development and the Dominion Government have collected separate data as to the Dominion and Provincial production since Confederation. Speaking in 1884 at the Montreal meeting of the British Association, Mr. L. Z. Joncas, M.P., estimated that the local consumption of fish, apart altogether from export trade, was in that year $17,000,000 or double the amount exported. Professor E. E. Prince, Dominion Commissioner of Fisheries, has made, however, a lower and later estimate of $10,000,000. Incidently, the value set upon one part of the Fisheries in the award of $5,500,000 in 1877 for five years' American use of the Atlantic fishing coast may be mentioned. According to official statistics the total product of Canadian Fisheries* from 1868 to 1899 was $480,000,000, divided as follows:—

Nova Scotia	$200,606,351
New Brunswick	92,843,706
Prince Edward Island	28,110,887
Quebec	58,306,886
Ontario	32,280,708
British Columbia	60,524,946
Manitoba and The Territories	7,519,528
	$480,193,012

The total export of the Fisheries of Canada, according to the Report of the Trade and Commerce Department, was $256,837,978 from 1868 to 1901. The increase in amount has been slow and steady. In 1868 the exports were $3,357,510; in 1878 they were $6,853,975; in 1888 they were $7,793,183; in 1898 they were $10,841,661; in 1900, $11,169,083; and in 1901, $10,729,761. The details of the export in the last mentioned year included codfish to the value of $2,809,233; mackerel, $301,531; halibut, $33,861; herring, $418,760; lobsters, $2,585,377; salmon, $3,151,098; miscellaneous fresh fish, $1,213,643; miscellaneous fish and fish products, $217,258.

Two-thirds of the exports of the Fisheries have in recent years been divided between Great Britain and the United States where the amount used to be one-half. In 1868 the export to Great Britain was $226,915, to the United States $926,792 and to other countries $2,203,803. In 1878 the figures were, respectively, $1,043,539, $2,367,007 and $3,443,429. In 1888 they were $1,544,901.

*The Report of the Minister of Fisheries, 1900.

$3,123,853 and $3,124,429. In 1900 there was a marked change in distribution and Great Britain received $4,071,136, the United States, $3,688,935 and other countries, $3,409,012. The chief increase in these exports has been in canned salmon which was valued at $45,765 in 1868 and amounted to $2,883,330 in 1900; and in canned lobsters which rose from the value of $323,020 in 1873 to $2,372,859 in 1900. The exports of pickled herring and pickled mackerel have notably decreased. In 1901 there was another change and Great Britain took $3,113,306, the United States $4,224,948 and other countries, $3,382,098.

In the total production of $480,000,000, mentioned above, the figures for 1899 are $21,891,706. To this latter sum Nova Scotia contributed $7,347,604; British Columbia, $5,214,074; New Brunswick, $4,119,891; Quebec, $1,953,134; Ontario, $1,590,447; Prince Edward Island, $1,043,645; and Manitoba and the Territories, $622,911. To the exports of fish for the year ending June 30, 1900, and amounting to $11,169,083, Nova Scotia contributed $5,007,798; British Columbia, $3,443,037; New Brunswick, $731,392; Prince Edward Island, $590,152; Ontario, $548,823; Quebec, $541,376; and Manitoba and the Territories $306,505. According to countries this export was distributed very widely. Great Britain received $4,071,136 and the United States, $3,688,935; Australia took $203,444 worth; the British West Indies, $957,958; British Guiana, $199,046; and the British Empire, as a whole. $5,435,507. To Brazil went $427,732 worth; to Cuba, $326,413; to France, $526,187; to Germany, $71,281; to Porto Rico, $358,098; while smaller quantities were sent to Italy, Japan, Sweden and Norway, Portugal and Venezuela.

Much might be said as to the nature of the varied and widely distributed fishing grounds of Canada on lake and river and ocean. The deep fisheries are probably the most important, although much of the twelve thousand miles of sea-coast has not yet been adequately worked. The coast of Nova Scotia from the Bay of Fundy, around the southern part; the coasts of Cape Breton, New Brunswick and Prince Edward Island—including the Baie des Chaleur and the Gaspè Coast—and extending to the Island of Anticosti, the Labrador Peninsula and the Magdalen Islands; are the chief Atlantic points. Of these fisheries the largest single product is the cod. This fish appears on the Canadian coasts as a rule between the middle of May and the beginning of June. Its production seems to be diminishing. In 1883 the Maritime Provinces prepared for the trade and sold $6,591,555 worth, while in 1899 the total Canadian yield was given as $3,738,223. The quantity of cod along these coasts is very great and the fishing is carried on either in vessels of 60 or 100 tons on the banks, or in open boats near the shore. According to Mr. Joncas—already quoted—the finest cod in all America is cured on the coast of Gaspè, in Quebec Province. It is a very useful commercial fish. Oil is extracted from its liver; the head, tongues and sounds make excellent food; the offal and bones, when properly prepared, make a fertilizer equal, it is said, to the

Peruvian guano; from the swimming bladder isinglass is made; while the roes are a good bait for sardine fisheries.

The herring fishery is next in importance. For many years past its value has been almost stationary—in 1883, $2,135,000; and in 1899, $2,164,050. The Quebec coast has immense resources in this connection, but they remain largely undeveloped. As soon as the ice disappears in the spring vast shoals of these fish line the coasts, and remain there until December—some even through the winter. The mackeral is a valuable fish in these waters, but its pursuit is described as difficult and precarious. Whatever the reason, the production seems to be diminishing.

A very different industry is lobster fishing and preserving. To Prince Edward Island it has meant much. In 1871 there was only one lobster-canning establishment in the little Province, while in 1881 there were 120 of them putting up 5,200,000 cans. So in New Brunswick, which in 1871 had one factory preparing 20,000 cans, and ten years later sent out 6,000,000 cans. In Nova Scotia there has been a similar result. In 1883 there were 600 factories in these Provinces, shipping 17,500,000 cans or 52,000,000 lobsters, valued at $3,000,000. In 1896 the amount had lessened by nearly a million dollars. Between 1876 and 1898, however, Halifax, from which at least a half of the export is shipped, had received from and for this one industry over $21,000,000. Meanwhile, the value per case had gone up from $6.00 in 1884 to $10.00 in 1898. In view of these facts, and the diminution in the catch, a Royal Commission has recently been investigating the whole subject.

It may be stated here that the oyster fisheries of this part of Canada are very rich, though they do not as yet yield more than $200,000 a year. The Atlantic seal fisheries of the Labrador coasts and the Magdalen Islands are also rich in themselves, and are largely developed by Newfoundland fishermen. Canadians take little part in the work—perhaps because of the hardships involved—although the business is said to pay twenty-five, and sometimes forty, per cent. upon investment. Other fish found plentifully in these Atlantic waters are haddock, halibut, hake and white whale. In the estuarine fisheries of the Maritime Provinces are salmon, shad, gaspereaux (alewife), striped bass, smelts, and in the lakes winninish, or land-locked salmon, lake trout, maskinonge, etc.

Turning to the more important of the fresh water fisheries of Canada we find the great lakes—Ontario, Erie, Huron and Superior teeming with fish of every kind suitable for the table. So with the immense number of rivers running into these vast bodies of water. Similar conditions exist in the Lake-of-the-Woods district, with its many rivers; in the marvellous chain of lakes and rivers comprised in the Mackenzie system; in the Saskatchewan system; and in the Pacific coast system. Food fishes of the most delicate flavour are simply innumerable. The whitefish, the salmon trout, the sturgeon, the pickerel, the pike, the black bass, the perch, the carp, abound in Ontario waters, and most of them are also found in those of Mani-

toba and the North-West in much the same measure. In British Columbia the staple is of course, salmon, with a somewhat decaying seal fishery and undeveloped resources in whitefish, trout, etc.

Around this important natural interest there have grown up a number of industrial interests. The Minister of Marine and Fisheries —Sir L. H. Davies—in his Report submitted to Parliament early in the year 1901, gives the latest figures as those for 1899, but as there has been little variance of late years in the industry these may be taken as indicative of later conditions. The fishermen of Canada numbered in 1899, 79,863; their vessels were 1,178 in number with a tonnage of 38,508 and a value of $1,716,973; their boats numbered 38,538 with a value of $1,195,856; their gill nets and seines were valued at $2,162,876 and other traps, nets, etc., at $818,923; the value of the lobster plant was $1,334,179 and the approximate value of freezers, ice and smoke houses, etc., was $2,921,033. The total value of the capital put into the fisheries was, therefore, $10,149,840. Between 1879 and 1899 the number of fishermen increased from 61,395 to 79,893 and the total of capital invested from $4,014,521 to $10,149,840. Incidentally there must be included in the persons concerned in the Fisheries the men employed by the lobster canneries who numbered 13,030 in 1895 and 18,708 in 1899.

Between 1869 and 1899 the chief commercial Fisheries of Canada yielded an immense value—cod, $117,523,126; herring, $60,664,916; lobster, $59,210,127; salmon, $59,103,171; and mackerel, $39,683,427. The fur-seal product, of which history has so much to say, was worth to the British Columbia fishermen between 1876 and 1896 only $7,300,000. In 1899 it was $441,825. The pack of British Columbia salmon in 1900 was 765,519 cases as against 9,847 cases in 1876 and 484,161 cases in 1899.

The Government of Canada has done something to help the fishing industry aside from the national and Imperial cost of maintaining the rights of the fishermen on the Atlantic and in Behring Sea at critical periods. The expenditure for 1900 was $411,717 and this sum included $85,151 for the fisheries proper; $38,070 for fish-culture; $97,370 for fisheries' protection service; $160,000 distributed as bounties; miscellaneous expenses of $31,125. The amount received for licenses, fines, etc., in all the Provinces was $88,406.

During the year 1899, under the auspices of Prof. E. E. Prince, Commissioner of Fisheries, 265,996,000 fry were hatched and distributed in Canadian waters, and of these nearly half were lobsters and the rest salmon, lake trout and whitefish. The Atlantic Fisheries Protection fleet was composed of nine vessels, which spent their time in watching the large number of United States fishing vessels and schooners calling at Canadian ports and in protecting the lobster fisheries from the setting of traps during the close season. In Behring Sea there were two British ships, and the sailing fleet numbered 37 vessels. The number of men receiving the Government bounty throughout Canada in 1899 was 28,100.

Nova Scotia Fisheries and the Legislature

The Fisheries came in for considerable discussion in Nova Scotia during 1901. In the Assembly, on March 14th, Mr. J. H. Sinclair asked for a Committee to examine into the subject of better facilities for the transportation of fresh fish. The fisheries had been dealt with in this way in 1899, and the result of the recommendations then made was the construction of bait stations along the coast and considerable help from the Dominion Government. "Stations for bait could not be of much avail, however, unless some means were provided for the transportation of fresh fish to the Intercolonial Railway in order that it might be sent west to Montreal and other cities in Quebec and Ontario." The fresh fish trade had grown largely between Mulgrave and Canso as the result of aid given by the Dominion and Provincial Governments to the establishment of a daily boat between those points. Rapid transit was essential to the trade, and all along the coast were places where an industry would very quickly spring up if it were given a little encouragement. In the district between Halifax and Canso, and excluding those ports, the trade was last year $364,545 in value. Agriculture, mining, etc., were helped, and he thought it was time something was done for the fisheries and the fishermen. There was no better way than this in which to provide business for the Intercolonial, and in this both the Governments at Ottawa and Halifax were concerned. The cold storage system of the Dominion Government could be greatly utilized in this connection.

Lieut.-Colonel George Mitchell seconded the motion, and hoped that the Committee would be appointed. The returns from the fisheries were, he declared, enormous in proportion to the capital invested. Mr. D. D. McKenzie supported it also, and referred to the 200 miles of fishing coast on Cape Breton, where the facilities were not as good as on the route from Halifax to Canso. Between Canso and Yarmouth packets and steamers subsidized by the Government were plying continuously, while from the former place to Sydney, C.B., they had no means of communication whatever. The value of the fishing industry in the particular part referred to was $200,000. Something should be done for the men concerned in it, and to meet the demands of the constantly growing market at Sydney. Facilities should be given for bringing fish to that point. Mr. Sinclair corrected this speaker by saying that only one steamer, running for a few months, covered the distance between Halifax and Canso, to which he had referred. The Hon. Mr. McGillivray hoped the investigation would include all the sea coasts of the Province, and the question of sending fresh fish to foreign places, such as Boston. The Premier then moved a Committee composed of Messrs. J. H. Sinclair, A. F. Stoneman, George Mitchell, J. D. Sperry, D. D. McKenzie, J. G. Morrison, M. J. Doucet, D. Finlayson, A. M. Gidney, E. M. Farrell, T. Robertson and C. S. Wilcox, and it was duly accepted by the House.

The Report of this Committee was presented to the Assembly on April 1st, by Mr. Sinclair as Chairman. A number of meetings had

been held and witnesses examined, and they had found that in proportion as the railway rates to Montreal had been decreased, the trade in fresh fish had increased; that the success at Canso was especially due to this fact, coupled with the establishment of steam communication with railway points; that the statistics of the aggregate volume of the fresh fish trade in the Province were unobtainable, but that wherever facilities were provided, the progress had been satisfactory; that the advantages to the fishermen, in price and in other respects, of the fresh fish trade to that of salted fish were very marked; that the waters of the Province contained a practically inexhaustible supply of fresh fish, second to none in the world; that with the exception of live lobsters and a few special varieties, the existing market for fresh fish was chiefly in western Canada, where there was, however, the competition of the fresh water fish and the sea water fish from more favourably situated points on the Maine coast.

The Committee pointed out in this latter connection that the Canadian duty on fish was one half cent per pound, and the American duty one cent per pound, or double that amount. This apparently induced Nova Scotians to frequently buy their schooners in the United States, register them in American waters and ship American fish to Canada. Under the American registration the rate of tonnage was less, and this meant that the American licences cost less than the Canadian. The value of the American fish imported into Canada in 1900 was stated at $661,805. The failure to hold the home market was due to the adverse duty and the lack of transportation facilities. The Committee recommended that the same regulations be applied to the railway transportation of fish as had been adopted by the Department of Agriculture in connection with the shipment of butter and cheese to Montreal. In this latter case small shippers were not discriminated against.

But the principal difficulty was, probably, the lack of facilities along the coast for collecting the fish at points where they could be shipped by rail. There were long stretches of coast with splendid fishing grounds entirely isolated. Steamboats fitted with cold storage should be established and maintained by the Government for a limited period, to make regular trips along the coast for the collection of fresh fish and their shipment to market. They recommended that subsidies be given for this purpose wherever practicable; that storage warehouses be built at the collecting points; that the time of the through freight trains from Mulgrave to Montreal be shortened, and close connections secured with points west of Montreal; that the Federal Department in charge of cold storage matters be asked to assist the transport of fresh fish as they did that of butter and cheese; that trial experiments be made in the shipment of fresh fish to Great Britain.

The Committee believed that there was an ever-increasing market for fresh fish if it could only be properly supplied, and that the whole matter depended on whether the people of Nova Scotia had sufficient enterprise to make the most of their great opportunities in this con-

nection. Writing to the Committee on this subject, Mr. S. S. Dickenson went into some elaborate calculations, from which he concluded that on cod and haddock alone $2,502,160 more would have been made by the fishermen in 1897 had they been able to market their fish in a fresh condition. Along the coast of England and Wales, he added, steam fishing boats, used in this way, had increased between 1890 and 1899 from 388 to 1,116 in number.

The Fisheries of British Columbia

One of the questions brought to the attention of the Dominion Government by the Hon. Mr. Dunsmuir and the Hon. Mr. Eberts, during their visit to Ottawa in January, 1901, was the general position of the British Columbia Fisheries. They urged that the Province was not fairly treated in the matter of fishery expenditures by the Dominion; that between 1872 and 1900 its revenues had given to the Dominion $300,000, while only $175,000 had been expended in British Columbia; that in the same years the total fishery revenue of the Dominion had been $1,280,000 while $7,500,000 had been expended upon the Fisheries —nearly all in the other Provinces; that the revenues of the Province from this source, received by the Dominion, were steadily increasing; that they were willing to accept a shipbuilding bonus of $100,000 for ten years in compensation for the treatment hitherto meted out to them; that they would also be willing to recommend the vesting of complete control of their Fisheries in the hands of the Dominion Government in return for an annual payment to the Province of $50,000. These arguments were presented to Sir Louis Davies in a letter signed by the Provincial Premier and dated January 23rd.

In a Memorandum attached it was pointed out that in the fiscal year 1899, the revenue from this source in all Canada was $76,447, of which British Columbia contributed $45,801. The Dominion expenditure upon Fisheries in the same year was $408,754 of which British Columbia received $12,195. Out of $105,133 for protection and $164,493 for bounties, British Columbia received nothing. Yet the value of the Provincial Fisheries was one-fifth that of all Canada. Under date of March 30th a Memorial signed by twelve representatives of the salmon canners of the Province was presented to the Government and was promised careful attention. The document first pointed out the importance of this industry and that it was the second in the Province so far as the export trade was concerned—the products of the Mines in 1898 being $11,614,838, that of the Fisheries $3,846,951 and that of the Forest $426,300. It stated that where a miner could obtain a license for a year's work, the canner had to pay ten dollars for the privilege of doing two months' work. In the State of Washington the fishing license was only one dollar. Unlike that of mining, the fishing industry cost the Province nothing and returned much in revenues and general benefit. They now had buildings and machinery in connection with the canneries worth at least $2,000,000 and the capital required to handle a pack of 1,000,000 cases was not less than $4,000,000. The Memorial concluded with the request that the Provincial Government would en-

deavour to induce the Dominion authorities to act along the following lines:—

"1. The establishment of a local Fishery Board, under Government supervision, composed of men of experience in the business, such Board to be strictly non-political and empowered to make all requisite by-laws and regulations in connection with the conservation of the fish supply. The majority of the Board to be elected by those providing the revenue from assessment, to be raised as suggested in clause 2, paragraph (b).

2. That the present method of raising a revenue by licenses only, be altered, in which connection the following suggestions are offered:—

(a). That the license be reduced to say not more than $2.50.

(b). That the Fishery Board be empowered to levy an assessment on each case of salmon packed in British Columbia, the revenue so derived to be used exclusively for the conservation of the industry."

On April 10th a meeting of the British Columbia Canners' Association was held at Vancouver attended by the representatives of sixty out of the seventy-three canneries of the Province and a Resolution unanimously passed protesting against the frequent changes in the fishery regulations; against the alleged negligence of the Dominion Government to conserve the fish supply; against the recent granting of valuable and exclusive fishing privileges to persons who were not connected with the canners or fishermen; and reiterating the sentiments expressed and the demands made in the Memorial of March 30th. On April 30th a large deputation of cannery men waited upon the Government and asked the Provincial Government to take such steps as might be necessary to assume control of the Fishery interests in the Province. A Committee was afterwards appointed to act with the Attorney-General in preparing a bill along these lines for presentation to the Legislature. Meanwhile, under date of April 22nd., Mr. G. R. Maxwell, M.P., wrote to the Secretary of the Canners' Association defending the Dominion Government against the statements of the canners; alleging that many of the assertions were false and misleading; and declaring that the Association had proved itself "an excellent Tory organization."

In the Provincial Legislature on April 24th telegrams which had recently passed between the Provincial and Dominion Premiers regarding the Fisheries were read. Mr. Dunsmuir had wired as follows: "We have heard nothing from you on the Fishing question. Our Session is coming to an end and must legislate as to licenses. All of the canners, without exception, have approached the Government asking them to negotiate with you towards taking over the Fisheries by the Province. May I respectfully ask if you would consider a proposition on this line?" Sir Wilfrid Laurier sent the following reply to this despatch:—

"Council has not been able fully to consider question yet. Your proposal to surrender Provincial rights for limited number of years for fixed sum has not been recommended by Minister of Fisheries,

who thinks that further decision of Privy Council on respective rights of Dominion and Province on sea coast should be first obtained. Test case now being arranged with Quebec to define these rights. This Government could not entertain your alternative proposal to surrender Dominion Fishery rights to Province."

A measure was introduced dealing with the matter later on and eventually passed the Assembly. In moving its second reading on May 2nd, the Hon. Mr. Eberts declared that the Government had no desire to conflict with the Dominion authorities but simply to conserve Provincial interests. The industry was a most important one. In 1878 the pack of salmon was only 50,000 cases; in the past year it was 400,000 and there were now seventy-three canneries in British Columbia. He pointed out that in the past year the Dominion had issued the licenses altogether and had received $50,000 from the Province on that account, and claimed that according to the decision of the Judical Committee, a Provincial Legislature could now impose a license duty on fishing, for revenue purposes. By the present measure, a Board of Fishery Commissioners would be appointed by the Government to act in an advisory capacity to the Lieut.-Governor-in-Council in carrying out and enforcing the terms and conditions of the Act. The Government were given power to appoint overseers and officials and to properly remunerate them while the Board of Commissioners were authorized, subject to the approval of the Government, to make regulations from time to time for the better management and conservation of "all fisheries in respect of which the Legislature of British Columbia has authority to legislate." They were also given power, under similar conditions, to issue fishery licenses and to impose a special tax on all fish caught in Provincial waters, for the purpose of providing a revenue with which to conserve the Fisheries of the Province.

Various other powers were alloted to the Board of Commissioners. Mr. Eberts pointed out that the canners were willing to tax themselves on each case of salmon packed in order that the proceeds might be applied to arresting the depletion of the Fisheries. The measure was not, he again asserted, antagonistic to the Dominion authorities and was enacted under Clause 92 of the British North America Act. In answer to a question he admitted that the Ontario Government had lost its claim for jurisdiction over the lake Fisheries; but he thought the ocean Fisheries of British Columbia were in a different position. Mr. Joseph Martin considered the Bill as one intended to eliminate Dominion control and he greatly doubted its constitutionality. He considered a Board of Fishery Commissioners as opposed to the principle of Government responsibility. In any case it should be composed of impartial outsiders and not of canners or fishermen.

Late in May an Order-in-Council was passed putting this measure into operation and the Government at Victoria practically undertook the control of the salmon fishery and cannery affairs of the Province. Opposition papers claimed that there certainly would be a clash with the Dominion authorities as to the question of jurisdiction. On May

28th a meeting of the Fishermen's Union was held in Vancouver and the following Resolution passed unanimously: "Whereas we, citizens of Vancouver here assembled, consider that the transfer of the control of the Fisheries in this Province from the Dominion Parliament to the Provincial Parliament will be injurious, not only to the fishermen, but also through them to all others engaged in trade or business, as such a step would practically give the canners the power to legislate for the fishing in such a manner that they, and they only, would derive benefit from this industry." In the speeches which followed stress was laid upon the probability of conflict with the Dominion Government; upon the alleged high-handed action of the canners in their dealings with the fishermen and in their employment of Oriental labour; upon the general condition of unrest and discontent prevailing amongst those interested in the industry. Mr. G. R. Maxwell declared that the Canners' Association were opposed to the Dominion Government; that they were being given too much power; and that they were the only important body in the country who refused to recognize Unions and organized labour.

Speaking to the Vancouver *World* on June 20th, the Hon. Mr. Turner, Minister of Finance, declared that the matter of the Fisheries would be amicably adjusted with the Dominion Government. He was not particularly favourable to complete Provincial control. "As the matter stands on the last telegrams we received from Ottawa the Dominion will this year take all the revenues. We could not take one tax and the Dominion another for that would lead to endless confusion. Then, at the end of the Session, the Dominion will give the Province its proportion of the revenues received." He still thought, however, that the Dominion authorities should do more to foster the Fisheries in the rivers and along the coasts. Upon the latter the cod and halibut fishing interests were now almost entirely in the hands of Americans. He favoured the setting of traps, but only where they would intercept the run of salmon from reaching the American shores and without interfering with the Fraser River run. The Vancouver *News-Advertiser* of August 18th, took the line that there was a very general opinion that the situation in this latter respect demanded drastic and immediate action which should take the form of "the installation of traps on the south-west coast of Vancouver Island for the double purpose of intercepting the run of fish before it reaches the Sound and of affording a supply for our canneries at as low a cost as that obtained by canners on the Sound."

On September 13th the Toronto *Globe* presented this question so clearly in an editorial that an extract may be given here. After stating that trap-fishing was forbidden in British Columbia waters, describing the method used by the Americans, and pointing out the Canadian claim that the British waters would soon be denuded by American action in this way, the article proceeded: "The situation is that trap-fishing is legal in the State of Washington, the result being that every rood of water over which the fish run in United States

waters is covered with traps. This is so much more fruitful and convenient a way of catching fish than by the ordinary gill-nets that the United States canner gets his fish at about two and one-half cents a fish while twelve and one-half cents is about the cost to the Canadian canner." Hence the agitation for giving the Canadians a chance upon equal terms—whether by combined adherence to a common agreement against traps or by an equal liberty to use them. In this connection, on October 11th, it was announced that the Provincial Government had appointed Mr. John P. Babcock—for some years chief deputy of the California Board of Fish Commissioners and an authority on salmon and other fish—as Fisheries Commissioner of the Province under the terms of the recent Act and with a view to the exhaustive investigation of existing conditions.

The Dominion Parliament and the Fisheries

On February 22, 1901, a discussion took place in the House of Commons as to the position of the Provincial lake and river Fisheries and the question of their control. The Minister of Marine and Fisheries stated that certain Inspectors had been appointed or retained to look after the enforcement of the Dominion regulations as to fishing and to fix the times and seasons in which fish might be taken. "The Local Government have the sole and exclusive right under the Privy Council decision to grant licenses for particular localities; they get the fees and appoint officers for that purpose. It is a divided jurisdiction and we appoint three officers in Ontario in order to keep track of the manner in which our regulations are observed and report to us whether these regulations are proper or not and whether they should be amended or not."

He proceeded to point out that "the exclusive power to make regulations in connection with the Fisheries is vested in the Dominion Government but the Provinces of Ontario and Quebec, having been declared by the Privy Council to be the owners of the beds of rivers and lakes, they were held, *a fortiori*, to be the owners of the fish in these rivers and lakes and it was held that the Provinces had the exclusive right to grant fishery leases of areas in these lakes. Therefore the revenues which we formerly derived from the issue of licenses are now handed over to the Provinces of Ontario and Quebec."

The Minister admitted that there had been friction between the Provinces and the Dominion upon this subject. "There has been a disposition on the part of the Provincial Governments to arrogate—if that is not an improper word—power with regard to regulations which I do not think they possess." Especially was this the case with regard to what he termed "supplementary regulations." Upon this point there had been "more or less friction." But there was no complaint as to the manner of administering the recognized Dominion regulations. The Hon. E. G. Prior, of Victoria, had asked why the Government had not treated British Columbia in this respect as it had Ontario and Quebec. Sir Louis Davies replied that there

was a wide distinction between lake and deep sea Fisheries. "In the Maritime Provinces the question whether the bed of the sea from low-water mark, to the three miles limit, belongs to the Province as a proprietory right, or whether the Dominion has proprietory jurisdiction over it, is a question not absolutely determined." He believed the Dominion to have the right over sea-coast fisheries.

Mr. Prior raised another question in the House upon this occasion. He pointed out that the Dominion revenue from Ontario Fisheries last year (1900) had been $794; the Dominion expenditure upon Ontario Fisheries was $3,704. In Quebec the revenue collected was $2,563, the expenditure was $5,549. In Nova Scotia the revenue was $5,494, the expenditure $27,461. In New Brunswick the revenue was $12,015, the expenditure $21,459. But in British Columbia, where the Dominion revenue was $53,195, the expenditure upon the Fisheries was only $13,662. The reply of the Minister of Marine and Fisheries was that Mr. Prior would "find the expenditure for the current year much larger."

On April 30th, Mr. Prior brought up the matter of the salmon fisheries in British Columbia, and quoted from two important documents or memorials, prepared by the Canners' Association of the Province. This organization was altogether in favour of Provincial control of the Fisheries. He, himself, deprecated the present divided jurisdiction under which the Dominion Government controlled the rivers below low-water mark, and the Provincial Government looked after the rivers above low-water mark—so far as the fish were concerned. He also presented the claim of the fishermen to be allowed to catch fish with traps and seines, as the American canning men did on the coast of their territory, as the salmon came sweeping past on their return to the Fraser. It was a great hardship. "Last year, 2,269,245 pounds of salmon were bought by Canadian canners from the American fishermen, who caught our own salmon and sold them to us at a cost of some hundred thousand dollars." The time was coming, according to authorities whom he respected, when the Americans would capture the most of our salmon on their way back to their natural spawning grounds. He urged attention to this matter, even while admitting its serious difficulties, and hesitating to express a personal opinion as to the right course to pursue. But he strongly advocated more hatcheries, and pointed to the annual expenditure for this purpose of $50,000 in the State of Washington. The Prime Minister thought this Fishery question had two sides to it.

"The remedy proposed by the Hon. gentleman for the grievances of the canners—and I must say these grievances are of long standing—is to transfer the control of the fisheries in the Columbia river to the Province of British Columbia. My Hon. friend will find on reflection that such a remedy could not be thought of for a moment because under the British North America Act the Government and Parliament is powerless in the matter. We cannot divest the Province of any control which it has under that Act, nor can we divest the Dominion of its control over any matter assigned to it by our constitution."

Sir Louis Davies, in speaking for the Department of Marine and Fisheries, declared that there was no present indication of a falling off in the Fisheries, and that there was not the same necessity for hatcheries as there was to the south. However, the Government was building one at Sicamons, and would build another on the Skeena River, and, if necessary, at the River's Inlet. As to the matter of trap nets, he thought an industry worth five or six millions a year to the people of the Province was too valuable to destroy in this way. In reply to a question from Mr. Prior as to means for the preservation of the salmon as they came through American waters, the Minister said that negotiations on that point had reached an advanced stage when they were broken off by the Alaskan boundary question at the Washington Conference.

In any case, British Columbia fishermen were not doing badly in their own mode of legal operation. There was an increase in 1899 over the previous year, and he was glad to see that the large undeveloped markets in Japan, China and other eastern countries, were now being exploited. His own judgment was strongly against permitting the use of trap nets, and it was founded upon the advice of expert officers. There would be no justification for the change, as the salmon could be caught in Canadian waters by a less destructive method and in reasonable quantities.

In the Senate, on May 17th, the Hon. W. J. Macdonald spoke upon this subject. He criticized the recent Privy Council decision. "The Provinces have the right to make the regulations. The judgment is something like what was rendered in the Manitoba School question—partly in favour of the local and partly in favour of the Dominion authority." He took the ground that there could be no question as to Provincial jurisdiction in the lakes and rivers, but the territorial waters for three miles out from the coast were, he supposed, under the jurisdiction of the Dominion. The Senator expressed the hope that an immediate arrangement would be made, so that present regulations could be continued, and the fees eventually divided with British Columbia.

Senator Mills pointed out in reply that the rights of the Province, as declared by the Judicial Committee of the Privy Council, were proprietary rights, subject to such conditions of law and regulation as affected private property. "What season shall be a close season, what kind of fish may be caught, how they may be caught and everything of that sort, is under the control of the Government of Canada; but everything relating to the proprietary interest in the fish after the regulations are made belongs to the Province as proprietor of these Fisheries." For the same reasons the licensing of the fishermen and the profits derived from it belonged to the Dominion.

Section IV—MANUFACTURING INDUSTRIES

General Industrial Position

According to the Census of 1881 there were 49,923 industrial establishments in Canada with 254,935 employees, and according to that of ten years later there were 75,768 with 367,865 employees, an increase of 51·08 per cent. The capital invested in 1881 was $165,302,623; and in 1891, $353,836,817; the wages paid were, respectively, $59,429,002 and $99,762,441; the cost of raw material was $179,918,593 and $255,983,219; the value of the products was $309,676,068 in 1881 and in 1891, $475,445,705. The proportion of the employees to each 10,000 of the total population rose in Ontario from 601 to 782; in Quebec from 627 to 785; in Nova Scotia from 452 to 760; in New Brunswick from 620 to 828; in Manitoba from 308 to 287; in British Columbia from 580 to 1,175; in Prince Edward Island from 528 to 725; in the Territories from 19 to 162.

Ontario in 1891 was the chief industrial Province of the Dominion with an increase during the ten years of 8,970 in the number of its establishments; $95,652,492 in the capital invested; 47,018 in the number of employees; $18,603,679 in the amount of wages paid; $37,037,162 in the value of the raw material; and $82,110,397 in the value of its products. Quebec was a good second with an increase of 7,264 in the number of establishments; $57,752,589 in the capital invested; 31,157 in the number of employees; $12,337,828 in the wages paid; $23,307,961 in the cost of raw materials; and $48,532,931 in the value of the product. Nova Scotia showed an increase of 4,914 in the number of establishments; $8,824,554 in capital invested; 13,875 in the number of employees; 2,876,373 in the amount of wages paid; $5,641,646 in the cost of raw material; $11,668,357 in the value of the products.

New Brunswick had an increase of 2,302 in the number of establishments; $8,183,473 in the capital invested; 6,687 in the number of employees; $207,081 in the wages paid; $1,382,201 in the cost of raw materials; and $5,173,578 in the value of its products. Manitoba showed an increase of 678 in the number of establishments; $4,298,206 in the capital invested; 2,454 in the number of employees; $1,138,734 in the amount of wages paid; $3,743,485 in the cost of raw material; and $6,713,056 in the value of its products. British Columbia showed an increase of 335 in the number of establishments; $11,389,314 in the amount of capital invested; 8,602 in the number of employees; $2,631,514 in the amount of wages paid; $3,931,058 in the cost of raw material; and $8,954,144 in the value of its products. Prince Edward Island showed an increase of 1,031 in the number of establishments; $824,887 in the amount of capital invested; 2,139 in the number of employees; $285,572 in the amount of wages paid; $254,857 in the cost of raw material; and $933,302 in the value of its

products. The North-West Territories had an increase of 351 in the number of establishments; $1,605,679 in the amount of capital invested; 998 in the number of employees; $389,728 in the amount of wages paid; $766,266 in the cost of raw material; and $1,648,472 in the value of its products.

The machinery and tools employed in these establishments in April, 1891, were valued at $80,803,265; of which $38,295,158 belonged to Ontario and $26,256,791 to Quebec. The number of steam engines—not including those used in mines, in shipping afloat, or in agricultural pursuits—was 9,873, with a horse power of 298,372. The chief industrial centre was Montreal with 1,735 establishments; $51,212,133 of invested capital; 38,562 hands employed; $13,078,546 wages paid; $42,429,102 worth of material used; and $72,603,377 as the value of its product. Toronto came next with 2,405 establishments; $32,123,549 capital invested; 26,333 hands employed; $9,361,787 wages paid; $22,423,740 worth of material used; and a product valued at $45,026,322. Quebec and Hamilton were next in importance and nearly equal in their production. Quebec had 1,410 establishments and Hamilton 1,143; Quebec had $8,982,319 of capital invested and Hamilton $8,128,162; Quebec paid $2,710,701 in wages and Hamilton $3,204,202; Quebec used $9,789,215 worth of raw material and Hamilton $8,209,486 worth; Quebec had a total product of $14,804,551 and Hamilton $14,003,326.

Berlin, Brantford, Brockville, Chatham, Cornwall, Galt, Guelph, Halifax, Hull, Kingston, London, Moncton, New-Westminster, Ottawa, Owen Sound, Peterborough, St. Catharines, Ste. Cunegonde, St. Henri, St. John, St. Thomas, Sherbrooke, Stratford, Valleyfield, Vancouver, Victoria, Winnipeg, Woodstock, Arnprior, Carleton Place, Dartmouth, Gananoque, Lachine and Petrolea had from one to six millions invested in manufactures—nineteen of these places being under two millions. The money invested in Canada in manufactures was $73.22 per head of the population as compared with $38.22 in 1881. The amount of wages paid per head was $233 in 1881 and $272 in 1891. The following were the chief industries of the Dominion in 1891 with their capital and product:—

Industry.	Invested Capital.	Annual Product.
Agricultural Implements	$8,528,535	$7,515,624
Boots and Shoes	9,671,120	18,999,931
Cabinet and Furniture	6,061,485	7,776,493
Cheese Factories	2,660,969	9,961,731
Cotton Mills	13,208,121	8,451,724
Distilleries and Breweries	15,368,953	7,924,268
Fitting and Foundry works	17,031,553	16,925,030
Flour Mills	23,128,471	52,307,429
Furriers and Hatters	2,048,281	4,984,941
Iron Smelting Furnaces	4,159,481	3,076,240
Meat Curing	2,168,252	7,096,441
Musical Instruments	3,072,014	4,042.353
Paper Factories	5,259,211	3,142,447
Preserved Food	3,165,183	5,169,633
Sash and Door Factories	6,691,806	8,716,040

Industry.	Invested Capital.	Annual Product.
Saw Mills	$48,932,340	$50,855,103
Sugar Refineries	5,924,400	17,127,100
Tanneries	6,321,233	11,277,300
Tin and Sheet-iron Works	4,522,953	6,739,306
Woollen Mills	9,365,158	8,408,071
Tobacco Factories	2,208,150	2,375,321
Carriage Works	8,029,143	9,627,655

According to various estimates made during the ensuing decade the figures of Canadian industries, which may be expected in the Census returns of 1901, should be far greater than those of 1891. Mr. P. W. Ellis, President of the Canadian Manufacturers' Association, in his annual address at Montreal on November 5th, 1901, went into some details upon this point. By the Census of 1891 there was one person engaged in industrial work for every $1,286 worth of goods produced. Taking the present export of manufactured goods, only, as a basis for calculation—$67,894,928—Mr. Ellis declared that these figures would show 52,874 people in Canadian factories, and assuming that each person supports four others, 211,496 people as dependent upon the industrial export alone. This would not, of course, include the large amount of goods made for home consumption. "Our export trade in manufactures has increased since 1891 by 106 per cent. If our home production has only increased half this amount then, our total output would now be $730,000,000." This would also mean the employment of some 575,000 persons and the support of 2,300,000.

Canadian Trade in Manufactured Products

In a general sense, many of the products of the farm, the forest, the fisheries and the mine are sometimes termed manufactures—upon the principle that industry or labour, more or less skilled, has had to be employed in their preparation for the market. In the United States cheese and butter, flour and the product of saw-mills are not classed as manufactures.* Mr. George Johnson, the Dominion Statistician, has, however, taken the former view, and in a paper published in the November number of *Industrial Canada*, gave the total Canadian manufactured exports from July 1, 1867 to June 30, 1901, as $1,194,260,859, or 40·6 per cent. of the total value of Canadian products exported. He divides this trade for the period in question as follows:—

Cheese	$255,571,302
Butter	70,590,296
Flour	71,252,581
Wood manufactures	638,264,192
Ships	17,528,686
Miscellaneous manufactures	141,053,802

The great increase was in the latter portion of the years included. During the five years, 1868-72, the total of manufactures exported was $118,084,905; during 1897-1901 the total export was $303,294,387—an increase of 157 per cent. All other exports increased 185

*For these reasons the previous Sections of this volume include under the treatment of Natural Industries some of the earlier and cruder forms of manufactured product.

per cent. in the same years. There were very considerable changes in the items of manufactured export during this period. Cheese, in the first five years of Confederation, formed 4 per cent. of the total of manufactured articles exported, and in the past five years constituted nearly 30 per cent. of the total. Butter fell from 11·07 per cent. to 5·35 per cent. Flour declined from 9·10 per cent. to 5·56 per cent. Wood manufactures formed 65·23 per cent. of manufactured exports in 1868-72, and fell to 43·32 per cent. in 1897-1901. Ships fell from 3 per cent. to 0·21 per cent., while miscellaneous manufactures rose from 7·48 per cent. to 16·03 per cent.

If, however, the American system, and that still employed in many of the older countries of the world, be retained in these calculations, the export of Canadian manufactures in 1868-72 would total $12,637,037, and in 1897-1901, $62,009,088; showing an increase of $49,372,051, or 390·6 per cent. It is in this latter total that skilled industry finds a place, and proves, through the increased export, that Canada is taking a place amongst the manufacturing nations. In the higher forms of the manufactures of wood, the average annual export in 1868-72 was $758,800; in 1888-92 it was $882,830; in 1893-97 it was $2,489,525; in 1898-1901 it was $2,924,047. In 1868 there were no agricultural implements upon the list and no bicycles. The export of the one in 1901 was $1,742,946, and of the other $400,981. Clothing and wearing apparel were not mentioned in 1868, and in 1901 the export was $641,996. Cottons rose from $3,000 to $504,500; musical instruments from $5,500 to $545,615. The export of boots and shoes in 1877 was $83,279, and in 1901 it was $209,142. Household furniture in 1876, was exported to the value of $87,340; in 1901 the figures were $240,271. There was, in 1868, an export of machinery, and iron and hardware amounting to $295,692, which may have been an imported product, but the export of Canadian-made iron and steel in 1901 was $1,432,979. The export of wood-pulp was not recorded prior to 1890, when it amounted to $80,005. In 1901 it was $1,937,207.

Taking the annual export of manufactures of the highest industrial and constructive type during the ten years from 1891 to 1900, it may be seen that the progress has been considerable. The total in 1891 was $6,296,249; in 1892, $7,040,988; in 1893, $7,693,959; in 1894, $7,692,755; in 1895, $7,768,875; in 1896, $9,365,384; in 1897, $9,522,014; in 1898, $10,678,316; in 1899, $11,706,707; in 1900, $14,224,287. The following table indicates the principal lines of this development:—

Article.	1891.	1900.
Agricultural Implements	$252,620	$1,692,155
Iron and Steel	257,461	1,425,163
Leather Manufactures	950,456	1,871,630
Musical Instruments	401,553	508,083
Wood Manufactures	1,024,448	3,127,242
Cottons	159,954	414,259
Drugs	64,851	249,839
Whiskey	45,619	396,671

The imports of manufactures in recent years have, of course, varied somewhat. The import of buttons in 1897 was $141,432; in 1901, $181,029. Carriages decreased from $1,590,747, in 1897, to $1,110,654, in 1901. Clocks rose from $116,566 to $208,846. Cordage twine and manufactures rose from $277,193 to $1,181,315. Dutiable cotton goods were imported in 1897 to the value of $4,051,361, and in 1901 to the value of $6,927,992. Curtains rose from $264,706 to $436,950; earthenware and chinaware from $595,822 to $1,114,677; fancy goods, from $1,480,706 to $1,930,713. Dutiable imports of flax, hemp and jute products were, in 1897, $1,263,708, and in 1901, $1,913,070. Furs, and manufactures of, rose from $901,571 to $2,385,181; glass, and manufactures of, rose from $1,139,764 to $1,575,619; gloves and mitts, from $516,378 to $702,578; hats, caps and bonnets, from $1,328,834 to $1,927,383; jewellery, from $291,846 to $540,220; boots and shoes, from $319,876 to $642,360.

The import of agricultural implements in 1897 was $605,021, and in 1901 it was $1,927.814. The import of machinery (including locomotives) rose from $1,980,150 to $6,530,626; miscellaneous iron and steel, and manufactures of, rose from $8,163,712 to $18,721,925. Tin, and manufactures of, rose from $1,274,108 to $2,339,109; musical instruments, from $261,294 to $412,648; paper and manufactures of, rose from $1,002,941 to $1,803,928; silk, and manufactures of, rose from $2,139,791 to $4,003,544. The dutiable import of wood, and manufactures of, increased from $949,721 to $1,427,457; woollen goods, from $7,125,748 to $9,944,105. Some of the chief manufactured articles imported from Great Britain and the United States in 1901 may be seen from the following table, compiled from the Trade and Commerce Department Reports:—

Article.	From Great Britain.	From United States.
Carpets	$220,133	$21,334
Carriages	27,614	1,045,688
Clocks, etc.	9,887	174,874
Cordage and Twine	68,502	1,111,291
Cottons (dutiable)	4,841,165	1,368.696
Curtains	304,598	55,437
Earthenware, etc.	702,086	162,369
Fancy Goods	892,020	358,586
Flax, hemp and jute (dutiable)	1,732,356	75,805
Glass, and manufactures of	351,472	536,949
Gloves and Mitts	213,989	38,913
Hats, Caps and Bonnets	953,177	907,926
Jewellery	67,619	421,223
Leather, and manufactures of	204,974	1,458,973
Brass, and manufactures of	116,978	771,409
Iron and Steel, and manufactures of	3,387,553	23,054,350
Tin, and manufactures of	1,548,219	599,968
Musical Instruments	9,943	307,509
Paper, and manufactures of	372,357	1,324.795
Silk, and manufactures of	2,112,131	256,514
Watches	10,552	511,063
Wood, and manufactures of (dutiable)	74,524	1,229,159
Woollens (dutiable)	7,940,370	369,410

The Canadian import of articles in a more or less crude condition which enter into the various processes of domestic industry is placed by the Dominion Statistician at a total of $25,627,068 for 1898 and $33,351,292 for 1900. The chief contributions to this total for 1900 were: coal, coal-dust and coke, $11,519,064; cotton-wool, $4,229,198; fur-skins, $1,240,780; hides, raw, $4,214,412; rubber, crude, $2,092,807; seeds, $1,924,660; tobacco (manufactured), $1,508,359; and wool, raw, $1,574,834. Articles, wholly or partially manufactured, and used as materials for the manufactures and natural arts were given as totalling an import of $23,858,106 in 1898 and $35,679,437 in 1900. They included copper, $1,041,709; cottons, $1,201,268; drugs, dyes and chemicals, $3,642,555; iron and steel, $12,603,465; lead, $1,095,341; lumber and timber, $3,041,151; metals, $2,652,626; oils, $1,755,078.

According to an estimate published by the Canadian Manufacturers Association in August, 1901, in which the export in 1868 is placed at 100 the increase was represented proportionately by 172 in 1873, 224·5 in 1878, 196 in 1883, 220 in 1888, 404 in 1893, 565 in 1898, 610·5 in 1899, 644·7 in 1900, and 762·34 in 1901. The proportional increase of the total export of all Canadian products was stated at 307·78 in 1901 as against 100 in 1868.

Canadian Iron and Steel Manufactures

The import of these manufactures in 1900—excluding pig iron and other elements of natural production upon which a minimum of skilled labour had been expended—was $16,104,359. The total import in 1900—including pig iron and all other iron and steel products—was $29,649,178, and in 1901, $27,107,419. The large importation of what is practically raw material will be noticed. The export of all iron and steel products in 1901 was $3,717,537, while that of iron and steel manufactures was $1,176,711 and of pig iron and scrap iron, $256,250. The principal iron and steel imports and exports in 1901 were as follows:—

Products.	Imports.	Exports.
Agricultural Implements	$1,939,883	$1,749,565
Bar iron or steel rolled	448,942	
Engines and Boilers	870,658	
Iron or steel scrap	239,470	
Hardware	542,281	124,455
Iron or steel bridges	442,481	
Iron in pigs, etc.	586,983	271,734
Iron or steel beams	292,958	
Machinery	6,059,223	678,304
Rolled Iron	460,548	
Iron or steel rolled for making wire	645,136	
Iron or steel sheets	758,110	
Iron or steel sheets (rolled)	347,577	
Steel rails	3,329,919	
Steel in bars, etc	414,963	
Tools	525,118	
Barbed fencing wire	316,664	
Wire—all kinds	1,092,198	

The import of iron and steel products into Canada has steadily increased of late years. In 1897 it was $10,785,576; in 1898, $17,106,207; in 1899, $19,848,433; in 1900, $29,649,178. The import of 1901 showed a decrease, however, of two and a half millions. Of the imports in 1900, articles such as sewing machines, firearms, locomotives, engines and agricultural implements came mainly from the United States—$2,731,592 as against $59,765 from Great Britain. The same proportion was visible in hardware, cutlery and edged tools in which $3,263,574 came from the United States and $606,292 from Great Britain. In machinery the United States sent $4,234,737 and Great Britain $712,046; in castings and forgings the United States sent $823,849 and Great Britain $14,058; in railway supplies and rails the United States sent $2,292,751 and Great Britain $914,820. Even in the lower forms of iron and steel manufacture, where very limited exercise of skilled labour is necessary, the figures stood $9,133,856 from the United States, and $4,801,522 from Great Britain. The two countries sent pig iron valued at $732,073 and $235,670 respectively.

Since 1883 a bounty has been offered by the Dominion Government for pig iron made in Canada. The rate varied considerably from time to time until in 1897 it stood at $3 per ton on pig iron made from Canadian ore and $2 per ton on that made from foreign ore. In the latter year a bounty was also authorized by Parliament of $3 per ton on steel ingots manufactured from ingredients of which not less than 50 per cent. of their weight consisted of pig iron made in Canada; together with a bounty of $3 per ton on puddled iron bars made from Canadian-made pig iron. The amount paid on these bounties was very small, however, and totalled $229,754 in the years 1898-99 and 1900. They were to be continued at a diminishing rate until 1907. In 1894 the Ontario Legislature voted $125,000 to be expended in a bounty of $1 per ton of pig-metal product, mined or smelted within the Province. The annual consumption of iron and steel and their products in Canada is estimated at 800,000 tons, and the active works in the Dominion in 1901 were the Nova Scotia Steel Company, at Ferrona; the Hamilton Steel and Iron Company; the Canada Iron Furnace Company, at Midland; the Dominion Iron and Steel Company, at Sydney; the Canada Iron and Furnace Company, at Radnor; the Deseronto Iron Company, and the Drummondville Furnaces—with an aggregate capacity of 440,000 tons. The united investment in this industry was placed at $24,500,000 with a pending addition of $35,000,000 in new plant.

Collingwood, Ontario, was the scene during the year of an earnest effort to promote a steel and iron industry. Early in January, 1901, the Cramp Ontario Steel Company, Limited, with an authorized capital of $5,000,000, and including amongst its Directors Charles D. Cramp, William M. Cramp and George O. Angell, of Philadelphia, U. S. A.; Sir Charles Hibbert Tupper, of Victoria, B.C.; the Hon. J. R. Gowan, of Barrie; Mr. F. H. Clergue, of Sault Ste. Marie; Mr. J. J. Long, of Collingwood; Messrs. W. C. Matthews, A. McLean Macdonell and

J. A. Currie, of Toronto, issued $500,000 of 7 per cent. cumulative preference stock. Mr. Walter Kennedy, of Pittsburg, the Consulting Engineer, addressed a meeting of the Board of Trade in Toronto and was very optimistic as to the prospects of the concern. The Prospectus of the Company stated that a blast furnace would be constructed at once; that raw material would be obtained from the Helen mine under Mr. Clergue's co-operation; and that the general objects for which the money was required were the establishment of blast furnaces, steel plant and rolling mills.

On June 30th, it was announced that this concern had been taken over by the Cramp Steel Company, Limited, with many millions behind it; that Dr. W. Seward Webb and Mr. J. Wesley Allison would represent the Vanderbilt interest on its Directorate and Mr. Harry Burrage that of the Rockefellers; that Colonel Chandler, President of the Postal Telegraph Cable Company would also become a Director; and that Messrs. Clergue, Long, Matthews and Angell would retire. It was stated to be the only concern in Canada, except the Dominion Steel Company, which owned both iron ranges and coal beds. About eight hundred acres of excellent iron land were said to have been secured near Parry Sound and some 10,000 acres of fine coal land in Virginia.

Iron and Steel Bounties in Parliament

On March 8th and in connection with the recently issued Prospectus of the Dominion Iron and Steel Co., of Sydney, C.B., Mr. Aulay Morrison brought up in the House of Commons the question of Government bounties to this particular industry. Mr. Moxham in his Prospectus had declared that if the extended production of the Company's works was realized, a total sum of $8,095,000 would be received in bounties from the Dominion Government, between 1901 and 1907. It might, Mr. Morrison pointed out, be very much more, while other concerns promised large production along the same lines. He feared, therefore, that the demands upon the Government might be unduly large and, in view of the fact that the Cape Breton Company had a capital of $28,000,000 and the support of great financial magnates it could hardly be contended that the bounty was essential to success. He would like to know if it would not be possible, without invading vested rights, to in some way limit the application of the principle and the growth of still greater invested rights in this connection. These were hardly struggling industries and the objects of the Statutes of 1896, 1897 and 1899 were, therefore, being practically if not technically infringed.

The Minister of Finance, (Mr. Fielding), declined to give a definite answer which might tie the hands of the Government. If the bounty was right when no one was benefiting by it, or using it, the fact of success having come at last and of present industrial development promising large demands upon the country as a result of the policy did not make the bounty wrong. He pointed out, however, that by the terms of the Act these bounties would be gradually reduced so as to cease to exist in five years from the present time. Upon the

whole, they were not to be regretted and appearances indicated a vast development of business and industry as a partial result. The Hon. E. G. Prior strongly supported the bounty policy and hoped for its extension to the lead refining and shipbuilding interests of British Columbia.

During the Budget debate the subject of bounties came in for considerable discussion—largely, however, in connection with beet sugar production. Mr. Clarke Wallace on March 18th sarcastically asked the Government how the practice of giving away $3.00 of the people's money for every ton of pig iron produced and $3.00 more for every ton converted into steel or wrought iron could be termed a policy for revenue? Mr. Fielding on March 14th had stated the necessity of providing a large sum for these bounties. In view of the development in the iron and steel industry, Mr. Wallace thought that this would be $1,000,000 at least, and probably a good deal more, in the current year.

The Iron and Steel Industry of Nova Scotia

The development of these interests on Cape Breton Island was the pivotal element of Nova Scotian progress in 1901 and attracted wide attention throughout Canada, Great Britain and the United States. The Government bounty on the output of pig iron which was expected to net $8,000,000 in the next few years; the inexhaustible supplies in the coal beds at Sydney which had been estimated at a possible capacity of 3,000,000 tons annually for 1,000 years: the close proximity of limestone as well as coal to the smelters; the possession of a deep, safe and commodious harbour at Sydney; the ownership of a bed of the best iron in the world on Belle Isle—situated about 35 miles from St. John's, Newfoundland, with a deep water passage of 300 miles to Sydney and in which it had been stated by Mr. P. T. McGrath, of the St. John's *Herald*, that there were 28,000,000 tons of ore in sight; were some of the elements which had gone into the making of this industry and the changing of Sydney in 18 months from a village of 3,000 people to a city of 10,000 with a great smelting plant and a world-wide reputation. The plant included four blast furnaces of a steel mill, 400 coke ovens, foundries, engine houses and every requisite for the creation of what the founder of the industry—Mr. H. M. Whitney, of Boston—expected to make a rival to the greatest establishments in the United States or anywhere else.

On February 15, 1901, Mr. A. J. Moxham, General Manager of the Dominion Iron and Steel Company, of Sydney, addressed the Toronto Board of Trade. He dwelt at considerable length upon the cost of making steel and obtaining the ingredients. The cheapest steel centres in the world were the Middlesborough district in England, the Central, West and Alabama regions in the United States and the Luxembourg district in Germany. The American region was the best of the three in this connection and, according to figures and calculations which he gave, Cape Breton was considerably cheaper. At Sydney there was the lowest assemblage cost in the world. "As against the Pittsburg cost, it represents a saving of $2.45 per ton."

He spoke enthusiastically of the possibilities of Cape Breton and its capital. "So great is this promise that it has ceased to be local. It has ceased to be sectional. It has become international in its influence. To-day Sydney is a familiar name to every steel maker in England and before another year rolls round the leaders ot this industry will have been with us to see for themselves the new centre. At this moment Sydney is debated with doubt and misgiving by the large German syndicates, and in the States the strength of her position is conceded by every expert. Canada alone at this moment does not realize how splendid an opportunity is within her control."

A week after this speech much interest was aroused by the statement that the Morgan syndicate in the United States had acquired the Iron and Steel works at Sydney for a price of something over $50,000,000. Mr. H. M. Whitney, the President and the man who had started the undertaking in Nova Scotia and obtained the necessary capital and the co-operation of the Provincial Government, hastened to deny the rumour. The belief, however, seemed to gain ground that there was something going on and Mr. Whitney at once telegraphed the Montreal *Star*, on February 27th, in most distinct and categorical terms of denial. "I have heretofore stated that there is no truth in report that Dominion Iron and Steel Company has sold out to Morgan syndicate. I do not know how I can be more explicit. Nor have there been any negotiations looking to such purchase. Neither is there likely to be any temptation offered in the way of change of securities which would induce stockholders of Steel Company to part with their property. Considering our natural advantages and our low fixed charges we occupy a unique and impregnable position. We shall join no syndicate but shall go on and develop our enterprise on lines originally projected, which results in the actual making of iron have demonstrated to be sound." As illustrating the advantages in shipment which Sydney possesses over Pittsburg, Pennsylvania and Birmingham, Alabama, the *Star* of the same date published the following table of distances—the route from Sydney being also entirely by water and therefore cheaper than the partly-rail route of the two other places named:—

To	From Sydney.	From Pittsburg.	From Birmingham.
Liverpool	2,282	3,514	4,782
Antwerp	2,564	3,762	5,030
Cape Town	6,467	7,224	7,585
Pemambuco	3,567	4,100	4,409
Valparaiso	8,331	8,864	9,173
San Francisco	12,961	13,494	13,803
Melbourne	12,350	13,107	13,468
Boston	600	675	1,275
Montreal	719	710	1,270

These figures indicated that Sydney was not only ahead in distance from the markets of the world but also in having cheap water transportation all the way. Following the rumoured acquisition of the Sydney works came a lengthy discussion in the Canadian press of the

possible effects upon Canada of the new and immense amalgamation of American iron and steel interests. Messrs. Whitney and Moxham and Clergue all took the public ground that Canadian industries in this connection would stand clear and fight their own battles. On March 4th, Mr. Moxham was in Ottawa and held a private consultation with members of the Dominion Cabinet.

In the middle of the month lists were opened for the issue of $3,000,000, 7 per cent. preferred stock of the Dominion Iron and Steel Company, Limited, of Sydney. The Prospectus announced the Directors to be Mr. H. M. Whitney, President; Mr. A. J. Moxham, General Manager; Messrs. H. F. Dimock and A. H. Paget, of New York; the Hon. George A. Cox and Mr. Elias Rogers, of Toronto; Sir William Van Horne and Messrs. James Ross, R. B. Angus and Robert McKay, of Montreal; the Hon. David McKeen and Messrs. W. B. Ross, K.C., and B. F. Pearson, of Halifax; and Mr. J. S. McLennan, of Boston. It was estimated that the product of the Company's works would be 300,000 tons of pig iron and 60,000 tons of steel blooms in 1901, and thereafter 400,000 tons of iron and steel per annum. At this rate the amount of the Government bounty to which they would be entitled in the next seven years was placed at $8,095,000. The capital was stated to be $15,000,000 of common stock issued and fully paid, $5,000,000 of 7 per cent. cumulative preference stock—of which $3,000,000 was now being issued—and $8,000,000 first mortgage 5 per cent. gold bonds.

Writing in the London *Times* of April 9th, a special correspondent gave a glowing picture of this industry. The iron ore, as obtained at Belle Isle, near the Newfoundland coast, was described as of immense quantity and capacity, easily worked and so close to deep water that the expense of mining and handling was reduced to a minimum. Ships of 5,000 tons burden could load within a short distance of the mine and deliver the ore 300 miles away at Cape Breton within 200 yards of the furance mouth. Limestone, the second smelting essential, was found close at hand in an inexhaustible quantity. As to coal, Sydney was more than fortunate. "The deposits of good coal in the immediate vicinity of the town, the seams extending far out under the sea, are among the most important in the world." The cost of delivering iron ore to the furnace was estimated at $1.25, and limestone at 60 cents per ton. The Company was stated as claiming that they could put the finished steel product on the market, within a short time, at $6 a ton below the Pittsburg rate.

Mr. James Ross, Vice-President of the Montreal Street Railway and a Director of the Cape Breton concern, returned home on April 19th from a visit to England and was interviewed by the *Gazette*. He spoke enthusiastically of the scope and possibilities of the industry at Sydney. "One firm in England has contracted to take yearly from the Dominion Iron and Steel Company Works no less than 150,000 tons of pig iron representing at the present prices a sum of money well on to three millions of dollars." He was not at all afraid of the American combinations as he believed their interest

account would be too heavy to render the competition troublesome. As to steel rails he declared that as soon as they had completed the works for that branch of their business there was no doubt in his mind as to Cape Breton being able to compete successfully with the United States, Belgium and Britain.

Speaking to the *Morning Post*, of London, during a visit to England in May, the Hon. J. W. Longley described the work of the Company in terms of strong praise. In 1893 Mr. Whitney, of Boston, had purchased seven coal mines on Cape Breton Island—then producing about 700,000 tons annually and estimated to produce next year 5,000,000 tons. Then he started coke ovens at Everett, Mass., to consume the coal and supply gas to the City of Boston. His next steps were the purchase of iron ores in Belle Isle and the erection of huge iron works at Sydney. Mr. Longley stated that $13,000,000 had been thus expended to date. Mr. Moxham, a wealthy Pennsylvania mine owner, had taken a million dollars worth of stock and the managership of these interests at $50,000 a year salary. He thought that British capitalists should interest themselves in this great development and help in building up an industry which would hold its own against the huge American trust just formed. In times of scarcity or high price it would also pay England to get her coal from Nova Scotia instead of the United States.

Meanwhile, on June 12th, two concerns most intimately associated with the financial and industrial development of the Cape Breton part of the Province held their meetings in Montreal. Mr. H. M. Whitney occupied the chair on each occasion. The statement of the Dominion Iron and Steel Company gave the capital (elsewhere given in detail) as $28,000,000, with bills payable of $90,808 and accounts due of $545,848—a total liability of $28,636,657. The credit side showed $14,551,480 as the value of the Company's property; a plant valued at $9,668,406; preferred stock unpaid of $1,205,583; and the cash in banks, with certain miscellaneous sums, made the total of $28,636,657. The Dominion Coal Company stated an estimated output for 1902 of $2,600,000 tons with an actual output of 884,000 tons in 1895, 1,061,669 tons in 1898 and 2,044,877 tons in their business year 1901. A large amount of money had been spent during the year in improvements and extensions; Mr. C. Shields had been appointed General Manager; 10,000 shares of preferred stock had been sold at $110 per share; $95,743 had been added to the sinking fund; the net income and net proceeds from sale of coal amounted to $687,294; and the value of the property account was included amongst the assets of $22,705,718 as being $20,197,791. The liabilities included $15,000,000 of capital stock, common, $3,000,000 of preferred stock, $2,801,500 of first mortgage bonds, accounts payable of $78,758 and notes payable of $1,105,000. The surplus for the year was $159,181 as against $433,662 in 1900. Mr. Whitney was re-elected President of both companies.

To the Montreal *Star* on August 22nd following, Mr. A. J. Moxham stated that the development was steadily going on; that the furnaces

were in operation and producing from 450 to 500 tons of iron daily; that two more furances would be at work in sixty days, a new mill shortly finished and the manufacture of steel commenced in 1902. Their skilled labour was largely obtained from Germany and they were in this respect independent of the United States and its labour conditions.

Another development in Nova Scotian industries took place during 1901 in the re-organization of the Nova Scotia Steel Company. Originally organized at New Glasgow in 1882 it acquired control, in 1895, of the New Glasgow Iron, Coal and Railway Company and the Nova Scotia Steel and Forge Company and in 1900 purchased, as a going concern, the business and property of the General Mining Association, Limited—which dated from 1829 and had profits in 1898-99 amounting to $192,973. The profits of the Nova Scotia Steel Company in these years were certified at $414,586. The capital of the reorganized concern was announced in June 1901 as being 50,000 shares of common stock of $100 each or a total of $5,000,000; 20,000 shares of 8 per cent. cumulative preferred stock at $100 each, or a total of $2,000,000; and $2,500,000 first mortgage 6 per cent. 30 year gold bonds.

After organization as the Nova Scotia Steel and Coal Company and providing for the purchase of the property of the Nova Scotia Steel Company it was stated that $1,910,000 of the common stock and $970,000 of the preferred stock would remain in the treasury for future needs of the new concern. For the redemption of a temporary loan of the old company $1,500,000 of new capital would be required, and another $1,000,000 for the development of the coal mines, furnaces, shipping pier, coke ovens, etc. On January 1st the net assets of the concern in book debts, cash balances and stock in trade were $635,789 and their property in April, 1901, was valued at from $4,250,000 to $4,500,000. Later in the year the Company issued $2,500,000 of six per-cent., first mortgage 30 year gold bonds through Messrs. Osler and Hammond, of Toronto, and with the statement that their average annual profits for three years past had been $512,215; that they expected future average profits of $742,500; that the concern was a combination of old and tried interests whose success and capacities had been known for many years. The *Canadian Mining Review*, of November, strongly endorsed and recommended the bonds as an investment. The Directors for the year 1901-02 were Messrs. J. Walter Allison, Thomas Cantley, Simon A. Fraser, J. D. McGregor, G. F. McKay, Robert Reford, Frank Ross. George Stairs and the Hon. L. Melvin Jones.

The Industries at Sault Ste. Marie

Hardly less striking than the developments in Nova Scotia was the progress during 1901 of the various industrial interests of Mr. F. H. Clergue at Sault Ste. Marie, Ontario. The beginning of the operations of this American financier in Canada was the formation of the Lake Superior Power Company in 1894. Then followed the acquisition of water power privileges, the building of pulp mills, the acquisition and

operation of nickel mines, the use of sulphur in making chemical pulp, the building of docks for the shipment of Michipicoten ore, the mining and utilization of the iron ore found in that region, the building of the Algoma Central Railway as a mineral transportation line from Sault Ste. Marie to Missanabie, on the Canadian Pacific Railway, and the creation of an industrial city of 10,000 people out of a little village.

Various concerns were acquired by the original Company from time to time, and in 1899 the Consolidated Lake Superior Company was formed as a combination of varied interests, with Mr. E. V. Douglas, of Philadelphia, as President, Mr. F. H. Clergue as Vice-President and General Manager, and Mr. F. S. Lewis, of Philadelphia, as Treasurer. The capitalization of the concern was stated to be $20,000,000, while the branch concerns included the Nickel Steel Works, with a capital of $2,000,000; the Pulp and Paper Company, with $2,500,000; the Lagona Water and Light Company, with $200,000; the Canadian Electro-Chemical Company, with $1,000,000; the Algoma Central Railway Company, with $10,000,000; the Algoma Commercial Company, with $10,000,000; the Ontario Lake Superior Company, with $20,000,000.

On February 15, 1901, a great banquet was given to Mr. Clergue by the citizens of Sault Ste. Marie, under the auspices of the Board of Trade, and he was also presented with a gold watch and chain and an illuminated address. Mr. John Dawson, President of the Board, occupied the chair, and among those present were Senator Dandurand, of Montreal; Charles Marcil, M.P., of Montreal; A. E. Dyment, M.P.; T. B. Flint, M.P.; C. B. Heyd, M.P.; James Conmee, M.P.P.; the Hon. H. R. Emmerson, M.P.; George E. Drummond, of Montreal; W. J. Douglas, of Toronto; and Messrs. F. Pardee, R. E. Truax, C. F. Farewell, D. Burt, A. Miscampbell, John Dickenson and J. Loughrin, of the Ontario Legislature. In his lengthy and elaborate speech upon this occasion, Mr. Clergue first referred to the courageous and enlightened Americans who had joined with him in putting many millions into his Canadian enterprises, and compared the gloomy prospects of the struggling town of six years before with the growing population and strenuous activities of to-day. He then described the present position. The foundry and machine and blacksmith shops employed 300 men, and the pay-roll amounted to $200,000 annually. For the iron works, more than $300,000 had been expended in Canada for supplies and materials, and $200,000 in wages paid. The Pulp Mill Company had expended over $2,000,000 upon buildings, etc., and over $1,000,000 for labour in operation, while the annual pay-roll now amounted to $500,000. The Water and Light concern had expended $300,000 on construction, and $50,000 on labour. The Lake Superior Power Company had spent over $5,000,000 upon construction, and now employed 1,000 men, with a daily pay-roll of $1,500. Upon the Algoma Central Railway over $3,000,000 had been expended, and expenditures upon the Steamship line already amounted to $600,000.

"A summary of these figures shows that we have already expended in works at Sault Ste. Marie, or tributaries, over $9,000,000, and that we have over $9,000,000 more to expend before the projected works are completed; and these sums do not include our outlays at Sault Ste. Marie, Michigan. It indicates that the 3,000 men on our pay-roll will be increased to over 8,000, and that about $10,000 in cash will be distributed daily at Sault Ste. Marie among the builders and operatives of these works."

Mr. Clergue then passed on to consider the basis for future prosperity and work. "There has never been an industrial failure where the raw material existed to the best advantage, combined with the force necessary for its transformation into practical use." These conditions he claimed to exist at Sault Ste. Marie in the most pronounced forms. Another guarantee for the future was the fact that "every dollar of the past expenditure has been provided directly from the pockets of the shareholders of the Company. Not a mortgage nor a bond of the Company has ever existed." He spoke of the great resources around them—the water power, the sulphur for paper-making, the nickel for nickel-steel, the high-grade iron ore of the Helen Mine, the unlimited hardwoods available for charcoal. It seemed as if Providence had given them every reward which enterprise and energy could desire.

The vast undeveloped resources of Canada, in his opinion, made Government aid necessary, and he had personally been received with consideration and cordiality at Ottawa. But Mr. Clergue was not impressed with Canadian political patriotism. "We have pestered the Government so persistently with arguments in favour of Canada that they are reasonably well impressed with their own assets, though the general impression among Canadians still seems to be that land is of value, mines are of value, railways are of value, everywhere except in Canada." Yet nowhere was there a people more industrious and intelligent than in the Dominion. The trouble was due to a misdirection of industrial efforts, whereby labour had not received an adequate recompense. His hopes for the future were very strong. The lumber mills of Maine and Michigan must have Canadian logs; the pulp and paper mills of New York and New England must have Canadian spruce; the United States Government must have Canadian nickel for their navy; the iron industries of the United States were demanding Canadian iron; Boston required Nova Scotian coal, and the Pacific States must have that of British Columbia. "Canada has now acquired a position which will enable her to ask for and secure a more just condition of industrial exchange." Larger works would be established in Canada from time to time, higher wages paid, emigration would be checked and the current of population turned toward the Dominion. Mr. Clergue concluded a singularly able speech with a review of the financial requirements and condition of the Company, and with renewed expression of confidence in the future of the great interests concerned.

On May 7th it was announced in Chicago that the Consolidated

Lake Superior Company and the Ontario Lake Superior Company, controlling the railway and steamship lines at the Sault, were to be amalgamated, and the joint capitalization of $65,000,000 increased to $117,000,000. The statement was confirmed by Mr. H. C. Hamilton, a member of the Clergue syndicate, in a despatch to the Toronto *World*. A little later, the Algoma Steel Company was gazetted at Ottawa with a share capital of $20,000,000, and with Messrs. E. V. Douglas, W. K. Stager and J. S. Freeman, of Philadelphia, F. H. Clergue and H. C. Hamilton, of Sault Ste. Marie, as Directors. The objects stated were the manufacture and trade in iron, steel and nickel, and the products thereof, and the manufacture of charcoal and coke and their by-products. The Directors also stated their intention to carry on the business of an engineer and contractor for the manufacture and building of iron and steel bridges, cars and locomotives, steamship and other structures, in connection with their business.

Speaking at a banquet, held in Owen Sound on June 7th, at which the Hon. Mr. Tarte was present, Mr. Clergue referred to this new enterprise and declared that the discovery of the Helen Iron Mine had brought them this extra capital of $20,000,000 and that they would soon be manufacturing steel rails. Later in the year, Sir Christopher Furness, the eminent English capitalist, visited the Sault, and in the *Globe* of October 24th, expressed amazement at the immensity of the works and especially at the economy of labour and the greatness of the Power House. To the latter he referred as the largest in the world. Some fears were expressed during the year that the American capital in these concerns—a part of which was said to come from Senator Mark Hanna—might not always be employed for Canadian interests and the London *Free Press* of December 26th declared that the iron mines were already being worked for the benefit of industries in Ohio. The hope was expressed by this paper (Conservative) that the Provincial Government had retained some power of control over these concerns.

Mr. Clergue's Enterprises in Parliament

In connection with one of the great enterprises of Mr. F. H. Clergue, at Sault Ste. Marie, a discussion took place in the House of Commons on April 9th. The Hon. Mr. Haggart asked for particulars of a vote of $500,000 for steel rails and fastenings, and Mr. Blair, Minister of Railways, went into the matter at some length. The rails were required for the Intercolonial Railway and were to be obtained by the Government from one of Mr. Clergue's concerns—the Sault Ste. Marie Power Company—as the result of a proposition from them to put in a steel rail plant which would manufacture in Canada an important product hitherto purchased in the United States. "They satisfied us of their ability to do this work and that they would be capable of establishing a very efficient plant, using ore of a superior quality. They said the steel which would be made from it would contain a percentage of nickel which would be found in the rails they would make for us. Although this formed no element in the price it would add materially to the desirability and value of the rails, and we felt

that there was additional inducement for us to make the arrangement with them."

The establishment of the industry was contingent upon securing an order from the Government sufficiently large to guarantee initial work for their factory and to encourage the necessary investment of capital. The price for the rails was to be $32.60 a ton and the same as had been previously paid to American concerns for rails. The Government, therefore, had felt that this opportunity to establish an apparently permanent and important Canadian industry was something which would appeal to the people generally. It would secure a supply of Canadian-made rails for Canadian railways; would employ, directly and indirectly, a large number of people; and would benefit the general industrial development of the country. In view of the season of year in which these arrangements were completed, and apart from their general desirability, it was found impossible to place advance orders elsewhere upon satisfactory terms so that a contract was made for the manufacture and delivery of 25,000 tons at $32.50 per ton. "We have no definite and explicit contract with them for the future although in their proposal they asked us to give them a contract for a period of five years." The arrangement with Mr. Clergue was for the delivery of the rails in Montreal in August of the current year.

On the succeeding day the Hon. Mr. Haggart criticized the arrangement as the most extraordinary contract ever presented to a House of Parliament. He pointed out that it was made on the verge of a general election and was really for a term of five years; that it involved the country in a heavy liability of $4,000,000 for the purchase of 125,000 tons of steel; that the future price of these rails was uncertain, and that the whole transaction was consummated without consulting Parliament. The contract read as follows:—

"It is, therefore agreed by and between Her Majesty for herself her successors and assigns that Her Majesty will in each year from the year 1901 to the year 1905, both inclusive, purchase from the company and take delivery of 25,000 tons of 2,240 pounds to the ton, of first quality steel rails, eighty pounds to the yard, of section from time to time prescribed and approved by the said Minister."

The price in other years than 1901 was to be that obtainable in the open market of Great Britain at the time when the order was given. In addition to this arrangement Mr. Clergue would get $3 per ton for pig iron and $3 per ton for steel from the Dominion bounty as well as another bounty from the Ontario Government. "What better thing could a man desire?" He protested against the growing habit of letting contracts without tenders and without approval by Parliament. The Hon. Mr. Blair in reply declared that no complaint was made as to the actual terms of the contract and that the Government was simply buying rails at the market price while creating and developing a great industry in Canada. He argued that the contract was not binding except at current rates and

was therefore subject to contingencies which really made it a yearly arrangement. Dr. Sproule declared that the arrangement was open to grave suspicion because it was signed on October 9th, and as the elections occurred on November 7th, must have been made during the very time the writs were being prepared.

Mr. W. F. Maclean declared that it was a secret contract with a capitalist unknown to the public until four months after the elections were over. With the bounties, moreover, the rails would cost the public $40 a ton while, at the time he was speaking, $24 was the ruling price for rails, rolled in America and delivered in England. The inclusion of nickel in the steel also made the price in future very doubtful and would enable Mr. Clergue to in great measure control it. He considered it a scandalous transaction and for a "free trade Ministry" a most extraordinary one. Mr. R. L. Borden, the Opposition Leader, criticized the Minister for his claim that there was no five year contract; for making the contract without a clause requiring the approval of Parliament; for not calling for tenders so as to give other Canadian capitalists an opportunity of competing; for not guarding against the probability of the British market being an uncertain basis of price because of the nickel in the rails. After another brief speech from the Minister of Railways the matter was allowed to drop.

Another phase of Mr. Clergue's varied interests came up in the House on April 12th in connection with the third reading of the Bill to incorporate "The Clergue Iron and Nickel Steel Company of Canada." Mr. Charlton asked where the operations of the Company were to be carried on and whether the large capital of $10,000,000 was to be employed in the Dominion. Mr. A. E. Dyment, of Algoma, who was in charge of the measure, replied that the works were to be of an extensive character involving the capacity to build steamships and bridges and were to be located at Sault Ste. Marie. Dr. Sproule thought that the permission given to "acquire and operate coal, iron, nickel and other mines, timber limits and other sources of fuel supply" was a very considerable grant of power—in fact too extensive to be wise. Mr. C. B. Heyd pointed out that the concern already possessed a million acres of pulp and hard-wood. He thought the privileges were confined sufficiently to the industries in which they were at present engaged. The Bill was then read a third time and passed. In accordance with a motion of Mr. Dyment the Company is to be known as the Algoma Iron, Nickel, and Steel Company of Canada.

On April 23rd the whole question of the Government's relations with Mr. Clergue, the contract for steel rails and the position of the Minister of Railways in the affair, was brought up in Committee of the House by the Hon. Mr. Blair. The difference between his statement of the terms of the contract and the understanding of the Opposition speakers regarding it was explained at length; though not to the satisfaction of the latter. The matter was further debated on April 24th and May 15th—largely as a party question.

Speaking on this subject and of the earlier debates in the House, Mr. Clergue told the Montreal *Star*, of April 27th, that he had asked the Government a year before to state that in all future subsidies to railways there should be a guarantee of the use of Canadian-made rails and that this request had been acceded to. Then followed the agreement with the Government for the establishment of a steel plant to construct rails for Government roads during a five year period. He seemed to have no doubt as to the contract being practically for that period. "I think," he added, "that it can be claimed as a well known fact in Canada that since our Canadian undertakings have been projected, we have faithfully carried out our publicly declared purpose of utilizing Canadian materials only, within Canadian boundaries." Without the favourable influence of the Government they would never have undertaken the construction of a rail mill in Canada. The entire plant was now in hand and he hoped that operations would begin on August 1st, following. It may be added that considerable work of a preliminary character was done during the succeeding months but from reasons partly connected with transportation difficulties matters were not completed at the end of the year though an early start in 1902 was expected.

Dominion Aid to Steel Ship-Building

The question of building steel steamers for ocean use in Canada was widely discussed during the year and was a natural outcome of the iron and steel industry movements of the time. Lake vessels of a superior class had already been successfully produced in Ontario, and Mr. Clergue at the Sault and Mr. Whitney at Sydney were supposed to be reaching out after further development upon these lines. The old-time wooden ship trade in which Canada had once so excelled and by means of which she had covered the seas of the world with ships made in Quebec and Nova Scotia had dwindled until the export of ships in 1901 was valued at $66,468 and the import of ships and ship machinery was only $329,274.

There were reasons for the non-development of this industry and the fact that while a steel ship-building business had been going on in Canada for a dozen years past its operations had been desultory and success precarious. The chief trouble had been in the lack of the wide industrial production necessary to give cheap materials for the complex contents of a steel ship. Coal and iron, engines and boilers, wood-work and high-art furniture; the labours of the cloth-maker, the glass-worker, the cutler, the porter; heavy forgings and castings; steam windlasses, steam winches, and electric lighting machines have all had to be imported.

A majority of of these products were far higher priced in Canada than in Great Britain and the duties upon others were and are so high as to make the cost of a ship beyond the competitive limit. Mr. W. E. Redway, in *Industrial Canada* for March, estimated the advantage in prices to the British shipbuilder at 25 to 30 per cent. In this article he referred to the $20,000,000, per annum which the United States proposed to spend during the next nine years for

the construction of a merchant marine and declared that it would be an immense source of profit to that country. "Until means are adopted for fostering the construction of steel ships in Canada the transportation problem will remain unsolved and the first storey of the superstructure of Canada's future greatness (to be laid upon the foundation laid by the manufacture of iron and steel) will remain unbuilt."

Speaking in the House of Commons on April 18th, Mr. W. F. Maclean came out in the most straightforward manner in favour of a ship-building industry for Canada. "We must find a policy of building our own ships whether for inland or ocean navigation." The Maritime Provinces had every natural facility and a splendid class of population for the making of sailors. It would be better to encourage this project than to promote even a steel-rail industry. "We could give bounties on ship-building, and we could go to one of the great ship-yards in England and induce the proprietors to transport their industry and their men to Canada." He believed it possible to have a fast Atlantic service commencing with two steamers made in Canada out of Canadian material.

On April 30th the Hon. E. G. Prior drew the attention of the House to the condition of British Columbia in this respect. In 1900, 879,497 tons of coal were shipped from its collieries and 60,000,000 feet of lumber from its mills. Sixty vessels carrying British Columbia lumber were paid $850,000 in freight while American shipmasters actually discriminated against the ports of the Province. They charged British Columbia lumbermen 60 cents per thousand feet, board measure, more than they did the Puget Sound lumbermen. Last year, the latter had sent 63,000,000 feet to Australia—more than the whole export trade of British Columbia in lumber. If upon equal terms in the matter of ships they could capture that trade. He also referred to the ship subsidy measure then under consideration at Washington which would make it practically impossible to compete in prices with American manufacturers. They would capture the entire Pacific trade. The shipbuilders of the Province asked for a bonus and it should be given them as it had been given to the iron and steel industry of the Dominion.

Mr. Maclean reiterated his views on this question and declared that a broad policy of encouragement to ship-building should be inaugurated, whether in wooden ships on the Pacific or steel ships on the Atlantic. Steel ship-building was a natural complement of an iron industry. "We want to have both." The Prime Minister pointed out that Congress had been a long time in coming to any conclusion upon the ship subsidy question and in the meanwhile "we can very well afford to allow the matter to remain where it is."

Some discussion upon this point occurred on May 21st, in connection with a fast Atlantic line debate. Mr. Maclean declared that we could never have such a line, satisfactorily, until we built our own steamships. Two would be enough to begin with, and they need not be very large. If they were modern and up-to-date it was the chief

thing. There were men now considering the matter in Cape Breton and Halifax. Sir Richard Cartwright remarked that the construction of first-class steamships, capable of a high speed, required a very large and expensive plant as well as great skill. "If men possessed of the requisite capital and experience and skill were to see their way to transfer their ship-yards, or a portion of their ship-yards, to this side, it might be very well worth considering." The establishment of the great concerns on the Clyde and at Belfast had cost an immense expenditure of capital, and the money invested in the works of Harland and Wolff alone was between one and two millions sterling. The getting together of skilled and experienced artisans would also be a matter of difficulty. He thought, however, that the works at Sydney might so develop as to make this industry a possibility of the future.

Mr. Maclean suggested in reply that the Government should let it be known in Great Britain that they were prepared to negotiate with some of these big firms. "We have the iron and the coal and the capital, and we need the ships." The Hon. Mr. Fielding intimated that this had already been done. "The real difficulty is in assembling the material, and also in the importation of a large amount of skilled labour. The difficulties of that character are much greater than those connected with the manufacture of steel plates." Mr. R. L. Borden pointed out that the character of the work in steel ship-building was not unlike that which had come into operation during the old days of wooden ship-building in the United States. The Hon. Mr. Blair believed that both Parliament and the country were impressed as to the importance and desirability of pursuing a policy which would lead in the direction of steel ship-building in Canada. His constituents and the leading business men in St. John were now pressing the matter to the front. There was a strong feeling on the subject all over the Maritime Provinces.

Speaking in Toronto, at the launching of a large dredge from the Polson Iron Works, on September 2nd, the Hon. J. Israel Tarte, Minister of Public Works, pointed out that there were many capitalist in that city who could aid in establishing an important ship-building industry. "The Government of the country might, perhaps, help. We have helped the iron and lead industries. I do not know whether the country would be willing that we should help the ship-building industry. It is a question to be thought over, and I, for one, invite discussion upon this point. What I say is, we must have boats. We have spent millions upon our canals; I am spending a lot of money in improving the St. Lawrence; it will be in vain if we have not the boats to carry our trade through." Mr. F. B. Polson, in a brief speech, stated that continuity in orders and the carrying on of continuous work were essential to the creation of a ship-building industry.

Meanwhile, the Collingwood Ship-building Company, Limited, had completed its organization early in the year, with Mr. Hugh Calderwood as Manager, and before many months had built and launched the package, freight and passenger steamer *Huronic*, for a

Sarnia transportation company. She was said to be the largest vessel ever built in Canada, could carry 3,000 tons of freight and 300 passengers, and was valued at $325,000. The *Huronic* was launched on September 12, 1901, the ceremony being performed by the Hon. J. Israel Tarte, who followed up his speech in Toronto by re-asserting the hope that a great industry would be established and by more than hinting at Government aid. "We will have to spend money," he said; and then continued: "We are short of Canadian bottoms, but we are not short of courage, and we have the spirit and enterprise and the skilled labour to make good the deficiency." Upon the completion of this vessel, the Company at once commenced the construction of a four hundred foot freighter for Mr. Clergue, of the Sault, which was to have a carrying capacity of 7,000 tons of iron ore.

The Montreal *Herald* of September 14, 1901, published a long interview upon this subject of Government aid with the Hon. Mr. Fielding, Dominion Minister of Finance, and formerly Premier of Nova Scotia. The Minister took the ground at once that if Canada was to win its share of the carrying trade of the world, it must be by means of either buying or building steel ships. The latter, he hoped, would gradually be done, and he had already expressed the belief that iron and steel development would be followed by steel ship-building. Experiments had already been made. The firm of Matheson and Company, of New Glasgow, N.S., had built a steel steamship for the Intercolonial Railway some years ago, and the Government shops at Sorel, P.Q., were now making steel dredging vessels of moderate size. The Polson Iron Works at Toronto, and those of the Bertrams, had turned out several large lake vessels, while the Collingwood Ship-building Company was, he believed, well equipped for the building of steel ships. He reiterated his opinion as to the carrying trade. "I think the possession of a fleet of steel ships is of the utmost importance to Canadian trade. If we can build them ourselves, so much the better. The carrying trade of the world remains to be done as before, and we know that we cannot do much with wooden ships . . . . It would be better that we should buy them abroad than to be without them, but it would be still better to build them ourselves, if that would be feasible, and I have a strong hope that we shall gradually do so."

He referred to the recent speeches by the Hon. Mr. Tarte. "If any aid were given by the Government it would have to be given on some general plea which would apply equally to ship-yards on the coast and ship-yards on the lakes." Some assistance was already given to wooden ship-building by a draw-back intended to be equivalent to the amount of customs duties paid on the materials entering into the construction of such vessels. "Much can be said in favour of extending this policy to the new conditions proposed, in which case it would be only logical that the draw-back should be increased to correspond with the increased cost of steel ships as compared with wooden ones." There was also a Government bounty on iron and another on steel. He would not commit himself as to a possible bounty on steel plates.

In the light of discussions upon the subject in England, and of information received, he did not think it likely that the vessels of the fast Atlantic Line could be made in Canada within a reasonable time. He had once hoped that this would be possible.

This deliverance was followed up on November 5th by the Canadian Manufacturers' Association at their annual meeting in Montreal passing a strong Resolution upon the subject. It was moved by Mr. J. P. Murray and seconded by Mr. W. B. Tindall and referred for action to the Transportation Committee. Mr. Tindall pointed out that if large sums of money could be successfully invested in the building of steel vessels for inland waters there was no reason why an ocean shipping industry should not also be developed in Canada. The motion was as follows:—

"Whereas the present ocean steamship service being most inadequate for carrying the freight of Canadian industries from Canadian ports to its destination across the seas; and whereas the Governments of Canada have expended very large sums of money and given away extensive tracts of land and granted great privileges in the building of railways and canals necessary to bring freight to tide-water; and whereas Canadian ports are suffering for want of a satisfactory ocean freight-carrying service—

"Be it resolved, that the Canadian Government be memorialized to give such encouragement, whether by bonus of tonnage or otherwise, to the building in Canada of ocean steamships as shall warrant capital entering into that industry."

Steel Ship-Building in Nova Scotia

During 1901 there was considerable discussion and some legislation regarding the possibilities of a Nova Scotian industry in this connection. On January 8th the City Council of Halifax, by unanimous vote, appointed a Committee of six members to act with six members of the Board of Trade, and to investigate the possible construction of an exclusive steel ship-building plant on the peninsula of Halifax. Mayor Hamilton was in the chair, and Ald. Musgrave, in moving the Resolution, declared that the city should contribute to the establishment of such works, and that their construction alone would mean the employment of nearly a thousand men, and a consequent increase to the city revenue of $10,000. He read a letter from Mr. Ochiltree Macdonald, of the Cape Breton Iron and Steel Works, pointing out what an immense undertaking the construction of steel ships was; expressing a belief that the establishment of such an industry would be an incalculable advantage to the people of the Province; pointing out that proximity to the raw material was not absolutely essential, as was proven by the success of the Belfast industries; and stating his opinion that a combination of British and Nova Scotian capital might be effected to meet the desired end.

Ald. G. E. Faulkner, in seconding the motion, referred to the familiarity of the people with wooden ship-building, and to the decay in the condition of Halifax, which made some new industry so necessary to its population. Others spoke, and the Resolution was then

passed. As a result of this action, of further consideration and of an Act passed by the Legislature on April 4th, a plebiscite was taken on April 24th, to ascertain if the citizens were in favour of giving $100,000 "to aid in establishing within the city a yard and plant for building the hulls of iron and steel ships, and in establishing a machine and boiler shop for equipping such hulls with engines, boilers and machinery." A second question was asked as to the granting of a bonus by the city of $5 per ton for steel steamships, and $2 per ton for iron or steel sailing ships. The answer to the first inquiry was 2,028 affirmative votes and 261 negative, and to the second question, 1,105 and 173, respectively.

In the House of Assembly, on February 14th, Mr. M. E. Keefe had, meanwhile, referred to the matter, and expressed the earnest hope that there would be no doubt as to who should receive credit for taking the first step in its development. It should certainly be the Liberal Government, and he was willing to give them every possible help in promoting the establishment of a great industry along these lines. In the Council, on the succeeding day, the Hon. Mr. Armstrong pointed out that the men of Nova Scotia had once led in wooden ship-building, and he believed they could now do so in the steel product. "To-day we require 60 steamships of 4,000 tons burthen each to carry the necessary supply and output of the industries established in Cape Breton." There was no reason why the people and the capitalists should not take hold of this question, and help in providing great enterprises, employing many men and much money. Upon this point the Hants County *Journal* spoke strongly during June of this year, and claimed that the important question for Canada to consider now was not so much the establishment of a fast steamship line to Great Britain as the question of how soon such steamers could be built in her own ship-yards. It would keep many young men at home, and give employment to roving spirits in navigating Canadian ships. The Dominion and Provincial Governments should give more attention to this matter, and let the railways rest for a time.

On August 10th Mr. G. H. Murray, the Prime Minister, wrote to Mayor Hamilton, of Halifax, stating that the Government had decided to subsidize an initial ship-yard in the Province to the extent of $100,000, in addition to the privileges of exemption from taxation for a period of twenty years, which had been recently granted by Provincial legislation. The conditions to be exacted were that the works should be equipped with the best mechanical appliances upon specifications to be approved by the Government; that they should be capable of building at least five steamers a year of the capacity of 5,000 tons each; that there should be sufficient working capital to efficiently carry on the business; that the terms of payment of the proposed bonus should be settled when the Company in question had furnished evidence of its readiness and financial position.

At a meeting of the Committee in Halifax, which had the matter of a local ship-yard in hand, Mr. George S. Campbell, on August 21st, presented a report summarizing the advantages of that city for such

an establishment. They had a large and stable class of intelligent workmen; supplies of fuel not far distant; a splendid harbour, open all the year round, and protected by strong fortifications; a satisfactory climate for working purposes; a magnificent dry dock, and every facility for repairing shipping; a demand for steel shipping to use in coasting and for passenger purposes; a bonus from the city amounting to $100,000, and another $100,000 of tonnage bounties in four years. Meanwhile, Dartmouth, on the other side of Halifax Harbour, was offering a bonus of $100,000, while rumours were rife of the Dominion Steel Company being inclined to go into the business at Sydney. Upon the general point of establishing such works, the remarks made by Mr. F. H. Clergue, of Sault Ste. Marie, when in Halifax on January 28th, were often referred to. He favoured Halifax, and thought the distance from Sydney no serious disadvantage.

"My idea is, that any plant established should be able to compete with any in America. Such a plant could not well be located on a site less than 1,000 feet in depth. I feel confident that works established here could compete successfully with any on the continent. The steel works at Sydney will produce steel at a marvellously low figure—far cheaper than any works in the United States. With such prospects for investment, I feel that a steel ship-building plant here would be a very large financial success, and one which would reward its promoters handsomely."

Steel Ship-Building in New Brunswick

During the early part of the year St. John followed the example of Halifax in discussing and encouraging the establishment of this industry. Members of the City Council met the promoters of a local Company and the papers spoke warmly in favour of the project—the St. John *Gazette* of February 18th declaring that "too much encouragement cannot be given to the establishment of a steel ship-building plant in this community. It is the one industry which will add to our population and make St. John once more one of the great ship-owning and ship-building centres of the world." On March 5th Mayor Daniel informed the Council that amongst the promoters was Mr. J. H. Thomson, of William Thomson & Co., Glasgow, who had confidence in local facilities for this industry. He understood that $100,000 had already been subscribed in St. John for a new company. Their proposed policy was to have a ship-yard in which four large vessels could be constructed at one time and in a single year. The number of men employed would be 1,500 and the estimated expenditure per vessel about $240,000.

On March 10th Mr. Thomson and others met a Committee of the Council and made a statement concerning their project. They proposed to establish, maintain and operate in St. John a plant for the purpose of constructing, repairing and operating steel ships and this project would include a steel ship-building yard with capacity for 25,000,000 tons per annum and an engine and machine shop necessary to manufacture machinery for the amount of tonnage. It would involve a capitalization of $3,000,000, would occupy 14 acres

of land, and employ 1,500 men. There were some difficulties in the way, however. The cost of construction, the expense of filling in or building up any of the suggested sites, and the distance by water from St. John to Sydney, were the chief ones. Another was in the bonuses offered by the Nova Scotian Government and the City of Halifax which would insure an advantage to any concern operating in the latter city. They had, therefore, decided to explain the situation and state what would be required for the establishment of the industry locally. It would be necessary for St. John to offer a cash subsidy of $200,000 and a free site and for the New Brunswick Government to give the same bonus that the Government of Nova Scotia had granted.

Speaking in Montreal, on March 19th, Mr. J. H. Thomson declared that during the last five years his firm had built upon the Clyde nine steamers of the Baltic Line and had five more under construction. This represented nearly $3,000,000 expenditure, of which ninety-five per cent. was Canadian money. The Clyde firms were behind the Americans in speed and the industry could be carried on better in St. John. "If a plant is erected in Canada we would, of course, give our own country the preference in all our work, the volume of which is rapidly increasing." Mr. Harry Harding, of St. John, who had been one of the most active promoters of the new project, was also interviewed at Montreal on this date. He declared that the capital of the new company would be $3,000,000, that its location would depend upon the encouragement given locally and it was not impossible that the requirements of the near future might justify a plant at Halifax, one at St. John and another at Sydney. Finally, the St. John Council decided to offer aid to the extent of $100,000 for the construction of machinery, together with a free site of land and cash not to exceed $100,000 in total value and exemption from taxation, to any Company engaging in the business of building steel ships in the City. The Legislature was asked for the power to make these arrangements, and this was granted subject to a limitation of the right to manufacture engines and machinery up to the requirements of the Company for their own vessels.

Ship-building in British Columbia

Between January 11th and February 2, 1901, the Hon. James Dunsmuir, Premier of British Columbia, and the Hon. D. M. Eberts, K.C., Attorney-General, were in Ottawa conferring with the members of the Dominion Government upon various matters concerning the Province. One of these was the encouragement of ship-building and the Delegates carried with them documents dealing very fully with the subject. Mr. John Hendry, of Vancouver, wrote to the Premier that the timber of British Columbia was pre-eminently suited to ship-building and for making spars; that such an industry would attract desirable settlers and furnish much employment for mechanics; that the export of products could be largely increased if carriers were supplied; that vessels for this Pacific trade were built in the neighbouring State of Washington at a cost varying from $60 to $65 per ton for ships of

from 600 to 1,000 tonnage but that until the industry were established the cost would be greater in British Columbia; that a bonus equivalent to $15 per ton register on all vessels of 600 tons built in the Province within a specified term would be sufficient encouragement.

On behalf of a number interested in the shipping of the Province Mr. John G. Cox wrote the Premier urging a bonus of $10 per ton register for five years, on each vessel built in the Province of either iron, steel or wood, and of 450 tons or upwards. There should be also a further bonus for the ensuing or second term of five years. He submitted the cost of construction as about $80 per ton or $64,000 for a vessel of 800 tons; the wages spent on construction as about 75 per cent. or $48,000; the number of those employed as being 50 men for a period of nine months; the money spent on freight for such a vessel each year, and now leaving the country, as $36,000. He contended that every industry in the Province would benefit by such a policy and pointed out that the United States ports discriminated against British Columbia lumber to the extent of 60 cents per 1,000 feet, and that this was probably the average profit at the present time.

The natural interests of this Province led to continued discussion of the ship-building question during the year. The matter culminated on March 18th in a motion presented in the Legislative Assembly by Mr. R. G. Tatlow to the following effect: "That in the opinion of this House the promotion of ship-building and ship-owning in the Province is of the highest importance to the future commercial prosperity and advancement of British Columbia and this House would respectively urge upon both the Dominion and Provincial Governments the desirability of such a policy." He pointed out the facilities possessed by the Province for such an industry and the necessity of providing ocean transportation for the immense and increasing exports of coal and lumber. The trade in lumber alone from Puget Sound and British Columbia ports, with countries on the Pacific and in Africa, had amounted last year to 200,000,000 feet of which British Columbia only contributed 60,000,000 feet. The tonnage in the Pacific adapted to this trade was now far below the steadily growing requirements; so that there would not only be an assured existence for the business but undoubted opportunities for expansion.

On their side of the Pacific were immense supplies of lumber and coal; on the other were large consuming communities. They should, therefore, have an important shipping interest to meet these conditions. During 1900 cargoes of lumber had been loaded on 60 vessels in British Columbia ports for the markets mentioned, and the freight on the transportation of this product had been $850,000. The establishment of a ship-building industry would enable the people of the Province to own and operate these vessels; to profit by the labour employed in the new industry as well as by the increased transportation; to keep money in the country which was now going out; to develop a hearty sea-faring class upon its coasts. "The vessels best suited for the trans-Pacific trade were now chiefly owned in San Francisco and largely owned, or controlled, by those interested

in the lumber trade who took advantage of their position to hamper the extension of British Columbia's trade by making discriminating rates against its leading ports to the extent of 2s. 6d. per 1,000 feet in comparison with the leading ports on Puget Sound." As this difference in freight had to be made up by the Provincial manufacturer to his customers through a reduction in price it was obvious that in the present keen competition the British Columbia industries had to suffer in either profit or business.

Australia, he added, now took 63,000,000 feet of lumber from Washington, or the Puget Sound region, and would, no doubt, sooner take it from Canada if fitting transport and other arrangements were available. Mr. Tatlow believed that such a preference would be readily given—especially as the British Columbia timber was naturally of a slightly higher quality. The creation of a fleet of home-made and home-managed vessels was, however, essential. The measure now pending in the United States Congress for the promotion of American ship-building and shipping would make a discrimination so great as to capture all the Pacific trade for San Francisco and Puget Sound ports. The question should be taken up at once. "There would be difficulties to surmount in the inception of the industry in British Columbia; wages and supplies would be higher than south of the line, and it would be necessary to offer a substantial inducement to cause parties to embark in the business, and establish proper plants in the Province. This should take the form of a bonus per registered ton on the vessels built so that it would be available also for anyone inclined to take up the business of owning and operating vessels, and not merely to go to enrich a ship-building company."

Mr. Joseph Martin seconded the motion though he did not believe it would have any influence upon the Ottawa Government. The necessity for Canadian-built ships was becoming greater every day and he thought that the proposed construction of the Nicaraguan Canal made the necessity still more pressing. Mr. W. H. Hayward supported the motion and the Hon. Mr. Eberts stated that the Government was fully alive to the importance of the matter. They had pressed it upon the authorities at Ottawa and, meanwhile, he could assure the House that everything possible would be done to promote and support such an industry. Mr. H. B. Gilmour stated that one mill in British Columbia had received orders for 60,000,000 feet of lumber last season for which ships could not be obtained. Mr. R. Hall believed that for every dollar spent in this connection the people would receive 100 cents in return. The motion then passed unanimously.

Condition of the Woollen Industry

The woollen industry of Canada came up for frequent discussion during the Parliamentary Session and in the country generally. Speaking on March 21st, in the House of Commons, Mr. W. R. Brock referred to it as one of the largest industries in the country—"having millions of dollars invested in plant, machinery and buildings, having educated

thousands, I might say hundreds of thousands of the most respectable mechanics in this country, and having given employment to large numbers of people." Injury done to a woollen mill, he contended, was a hurt inflicted upon the whole local community. "My experience in a business career of 50 years in this country is that the best market is the market nearest your door."

Mr. G. A. Clare stated that the Preference upon British woollen goods "is ruining the second largest industry in Canada." In his riding there were six woollen mills and he knew actually that a continuance of the policy would entail great loss. And almost every constituency in Canada had, he believed, a mill or two within its bounds. It would either reduce wages or close up the factories, and was now driving people out of the country. He quoted in proof of this last statement from the Galt *Reformer* in which there appeared a letter from its Hespeler correspondent dated March 12th, which said: "Another grist of our people are pulling out eastward toward New York State, part of them having gone to-day. The spring exodus bids fair to be a record breaker."

Speaking on March 26th Dr. Sproule drew further attention to this industry. He stated that there was a capital of about $25,000,000 invested in plant and machinery and other requirements of the business. Over 50,000 workingmen were employed in it and until lately good wages had been paid them. The output had represented an annual value of $30,000,000 but this would now probably be reduced by one-half. He read from letters which showed the discharge of many employees at Peterborough, Almonte and Hespeler, the closing down of mills and the emigration of workmen to the United States. He claimed that the Canadian workmen's wages were being reduced to the level of Lancashire in order to make competition possible.

Two days later, Mr. James Kendry, an experienced woollen manufacturer of high reputation, went into the matter at length. He spoke of seven mills which had recently discharged part of their hands and were liable to be shortly closed altogether. It was, he thought, a very serious question. "Of all the goods imported in 1900 under the Preferential tariff, about 30 per cent. were woollen goods." In round numbers about $7,000,000 worth of woollens were imported out of the whole $26,000,000. He declared that the North-West produced as fine a wool as there was in the world and that this policy injured the ranchman there as it did the cities and towns of the East. "I stand in this House as a Canadian and support Canadian interests. I was born and brought up in Canada, and I say that they have no right to give any other country a preference to the detriment of our own people." He pointed out that injury to this interest affected the subsidies and bonuses and exemptions from taxation which had been given in good faith by various Canadian towns.

Mr. Kendry went on to say that the plant for a mill which cost $130,000 in Canada would only cost $100,000 in England because of duty and freight here. Coal cost more in Canada, interest on money

was higher and labour cost more so that the handicap to the capitalist was pretty severe before the Preference was given. As to labour, Canadian workmen receive from 50 to 75 per cent. more than their brethren in England. "I believe that it is impossible for us to reduce our wages in Canada because we have a high Protectionist country to the south of us, and high-class labour will not stay in Canada unless it is paid about the current wages in the United States." The moral seemed to be that many, if not most, of the mills, would have to close up.

Mr. Ralph Smith followed, and as a labour member, took strong ground against some of Mr. Kendry's contentions. He claimed that many of these mills had been running night and day right up to the present time, that they had been employing an increased number of hands, improving their machinery out of earnings and making large profits for their owners. Mr. Kendry here interjected a denial and stated that his mill at Auburn, which had been referred to, was actually closed for lack of orders. The Hon. Wm. Ross took the same position as Mr. Smith and declared that there was still a protection of from 21 to 23½ per cent. on woollen goods. "If the woollen mills cannot thrive and prosper under such protection as that it would be better for the country to let them go down." The Maritime Provinces from which he came did not want to be "compelled to buy their ready-made clothing from the shoddy manufacturers of Ontario."

In connection with this subject, Mr. H. Bourassa asked why it was that the cotton manufacturers were so well satisfied with the tariff and why, previous to the preference being granted, the cotton duties had been raised? It was certainly unfair to the woollen industry. Mr. Henderson, of Halton, declared that in his County the condition of the industry was most serious. The increase in Canadian importation of woollen goods had been 22½ per cent. in the years 1899 and 1900. Where would their mills be in five years at this rate? Wages would have to be cut down and to this the workmen would never consent. Emigration for the workmen and disaster to the mills would be the result. Mr. R. A. Pringle, of Cornwall, stated that in his town there was one of the largest woollen factories in Canada and he understood that the condition of the industry was now most precarious. He had been urged to press for some relief from the competition created by the Preference.

Mr. Brock brought up this subject again on May 15th. He stated that the woollen manufacturers of Yorkshire were this year selling their goods at slaughter prices and that the Canadian industry could not much longer stand the pressure. At first the manufacturers here had not understood the full effect of the Preference though they had filled their mills with orders as a precautionary measure. This kept them going for a couple of years "but gradually the Preference began to tell and, I repeat, the woollen mills of this country are absolutely ruined." Of six mills of which he was President four had lost heavily and two were only paying 1¼ per cent. on the investment. He renewed the statement that thousands of workmen were employed in this industry and were now being compelled to leave the country.

The Hon. Mr. Fielding here pointed out that the industry still had 23½ per cent. protection against Great Britain and 35 per cent. against the rest of the world.

In the March number of *Industrial Canada* the report of the Tariff Committee of the Canndian Manufacturers' Association was made public and included some very strong references to the woollen industry and its condition. "The woollen manufactures are being subjected under the present tariff, which on the majority of goods imported is 25 per cent., to a competition that is paralyzing the industry in Canada. Machinery capable of producing over $2,000,000 worth of goods has ceased to be operated during the past seven years. The importation of foreign goods has largely increased and this increase is becoming more marked day by day so that the outlook for the future is most depressing. And, further, the competition comes mostly from a class of goods, of the lowest quality, which can be sold cheaper than the better-made Canadian woollens."

At the annual meeting of the Association in Montreal, on November 5th and 6th, various references were made to this question. The Tariff Committee—composed of Messrs. W. K. McNaught, J. R. Shaw, F. Nicholls, P. H. Burton, George H. Hees, A. E. Kemp, M.P., P. W. Ellis, J. F. Ellis, George E. Drummond and William McMaster—reported that they had joined the woollen men's deputations in pressing strongly upon the Government the necessity of further protection; but without apparent result. Mr. C. J. Alexander, at one time President of the South of Scotland Chamber of Commerce, spoke at some length upon the subject. He favoured adequate protection to all Canadian industries. "I say the Preferential tariff has hit the woollen trade hardest of all. Other industries of Canada, say furniture, pianos, organs, agricultural implements, boots and shoes, may not have been so hit, but suppose a preference at 33⅓ per cent. had been given to the United States, their greatest competitor, would it not have imperilled, if not extinguished their industries?"

During the course of the annual banquet of the Association, which was attended by the Premier and a number of leading politicians, various veiled illusions were made to the same subject. Writing to the Toronto *Globe* on October 3rd, Mr. T. A. Russell, Secretary of the Canadian Manufacturers' Association, referred to the claim that no great harm could have been done the industry because the import of woollen goods had only increased from $9,801,565 in 1900 to $9,944,805 in 1901. He stated that in these figures were included many items not properly classified and then claimed that the actual import of woollens had risen from $6,295,057 in 1897 to $8,965,360 in 1901—a total of $2,670,303 since the Preference had come into operation. Since 1895 machinery with a productive power of $2,750,000 had ceased to work, while nearly 30 per cent. of the present trade of Canadian woollen mills had been displaced during the past four years. At the annual meeting of the Manufacturers' Association on November 6th the following clause in the Tariff Committee's Report was unanimously adopted:—

"That the Association endorse the request of the Woollen Manufacturers for a net tariff, after the reduction of the Preferential clause, of not less than 30 per cent. or its equivalent on all classes of woollen, worsted and knitted goods and carpets, and 20 per cent. net, or its equivalent on all classes of woollen and worsted yarns."

Development of the Wood Industry

The trade in lumber has always been an important industry to Canadians but it is only of late years that a substantial effort has been made to keep the product in the country as raw material for manufacture. This attempt on the part of Ontario, by the imposition of an export duty on pine saw-logs, cut upon Crown lands, has reduced the export of saw-logs from that Province but does not seem to have affected the total trade of the country. Of the partly manufactured products of wood—logs, lumber, square timber, and wood for pulp—the total Canadian export increased between 1891 and 1900 from $24,000,000 in round numbers to $28,000,000. The export of logs rose in the same period from $730,216 in 1891; $2,861,252 in 1894; $2,121,428 in 1897; $760,410 in 1900; to $1,055,551 in 1901. Yet, according to a table compiled for the Canadian Manufacturers' Association, and appearing in *Industrial Canada* for October, 1901, the export of pine saw-logs, cut on Crown lands in Ontario and exported to the United States, had decreased from 249,746,314 feet b. m. in 1896 to 219,026,825 feet in 1897; 157,000,000 feet in 1898; 75,000,000 feet in 1899; 13,513,917 feet in 1900; and 3,132,000 feet b. m. in 1901.

Meanwhile, however, the cut of timber on Crown lands had steadily increased from 527,529,985 feet b. m. in the winter of 1896-7 to 700,266,014 feet b. m. in the winter of 1899-1900. The result, so far as pine saw-logs were concerned, was that the timber is now being manufactured in Ontario. Within a couple of years new saw-mills were erected in large numbers—six of them having a combined capacity of 110,000,000 feet. Some of these and many older ones, which had resumed operations, were being run with American capital in Canada instead of being run on the other side of the line with Ontario logs. The trade in the more important products of the Canadian forest for 1901—raw material, manufactured product or only partly manufactured—may be seen from the following table compiled from the Report of the Department of Trade and Commerce:—

Article.	Import.	Export.
Furniture	$444,206	$241,826
Doors, sashes and blinds	.....	194,168
Sawed boards, planks, deals, etc	750,125	23,043,456
Shingles	33,914	1,146,150
Miscellaneous manufactures of wood	478,707	389,857
Wood pulp	16,053	1,937,207
Logs and round manufactured timber	262,863	1,055,611
Lumber and timber manufactured or rough sawn	1,618,069	2,121,974
Fence posts, railway ties	240,561	152.940
Shocks	.....	376,398
Wood blocks for pulp	.....	1,397,019
Miscellaneous	1,099,380	1,104,751
General total	$4,943,878	$33,161,357

The total of these exports which may be placed to the actual credit of the manufacturing industries is only $2,962,688—a decrease of $164,544 over the preceding year, but the highest figure of all other years. The increase from 1890, when the total was $870,466, had been steady. In 1896 the export was $1,555,108; in 1898, $2,372,039; and in 1900, $3,127,242.

An important effort to promote the furniture industry was made early in the year when seventeen of the leading furniture factories consolidated their interests under the name of The Canada Furniture Manufacturers, Limited, with a capital of $3,000,000 in 20,000 seven per cent. Preference shares and 10,000 Common shares—$2,000,000 of the one and $1,000,000 of the other. Industries at Berlin, Walkerton, Wingham, Seaforth, Guelph, London, New Hamburg, Wiarton, Stratford, Waterloo and Mount Forest were represented in this arrangement and the reasons given for the amalgamation were the lack of development in the industry and its apparent inability to meet present demands of economy and specialization which would both be greatly served by combination. It was pointed out that the export of furniture had increased from $75,000 in 1896 to $350,000 in 1899 and that they had every possible advantage in the way of raw material.

Progress of the Wood-Pulp Industry

The commencement of this important industry arose out of the increasing demand for paper and the limitation of existing sources of supply. The growing importance of the demand for paper-making material is seen in the fact that Great Britain imported in 1896 $2,797,595 worth, and in 1901 $18,464,370 worth. The British import of paper itself, including straw and wood-pulp boards, was $22,062,200 in the latter year. The British import of wood-pulp in 1895 was $7,661,603, and in 1901 it had grown to $12,817,773—a sum which only included imports from the large producers.

In 1901 the countries mainly supplying this market were Sweden, with $4,039,338; Norway, with $6,439,111; and Canada, with $1,277,184. The United States only contributed $269,579 of the total. This latter country had, meanwhile, been increasing its own import of wood-pulp from $958,009 in 1895 to $2,405,630 in 1900. The total export of wood-pulp from Norway increased between 1888 and 1898 from $2,479,834 to $4,682,274; and from Sweden the figures were, respectively, in this period, $2,068,333 and $4,199,933. It has been estimated that Great Britain alone can take from Canada the raw material for 1,000,000 tons of paper.

The capacity of the Dominion in this production is practically unlimited. Mr. George Johnson has estimated the existence of 4,500 million tons of wood-pulp in the country, and Dr. Robert Bell, of the Geological Survey, places the area of the northern spruce forests of Canada at 1,657,600,000 acres and, at the rate of ten tons of pulp-wood (ground) to the acre, this would give a possible supply of 16,000 million tons. The water-power of the country for mills is, of course, equally unlimited, and can almost everywhere be found

in proximity to the spruce forests. The development in Canada was, however, not rapid until within the past few years. Pulp mills were not mentioned in the Census of 1871. In that of 1881 there were said to be five in existence with a capital of $92,000. In 1891 the figures were 24 mills with an invested capital of $2,900,910 and 1,025 employees. The output was $1,057,810 and the export was $280,619. There were, in 1900, according to an official pamphlet prepared for circulation at the Paris Exposition by the Dominion Statistician, 35 mills in operation with a total capacity of 1,100 tons per day and with an invested capital of some $15,000,000. Ten of these were in Ontario, fifteen in Quebec, one in British Columbia, four in New Brunswick and five in Nova Scotia. One of the largest of these concerns is the Laurentide Pulp Company, at Grand Mêre, Quebec, with an investment of $3,000,000, and of which Sir W. C. Van Horne is President. Another is Mr. F. H. Clergue's great mill at Sault Ste. Marie.

Meanwhile, the Canadian export of wood-pulp had been steadily growing. In 1896 it was $675,777; in 1898, $1,210,421; in 1900, $1,816,016; in 1901 it was $1,937,207. Of this latter total Great Britain took $934,722, and the United States, $937,330. The export of the raw material—wood, blocks, etc., for pulp—was $902,772 in 1900 and $1,397,019 in 1901, of which nearly all went to the United States. As yet, however, the material was not being used fully for the home supply of paper, as the imports of paper and its manufactures into Canada rose from $1,005,999 in 1896 to $1,408,209 in 1900, and $1,803,928 in 1901. The only Canadian export in this connection was wall-paper to the value of $41,518 in 1901.

On March 6, 1901, Mr. J. C. Langelier, Superintendent of Forests in the Province of Quebec, read a valuable paper upon this subject before the Canadian Forestry Association, which was meeting at Ottawa. He estimated the consumption of spruce in the four older Provinces—Ontario, Quebec, New Brunswick and Nova Scotia—where the pulp industry is likely to have its most complete development during coming years, at about 5,000,000,000 feet annually. He concluded that 1,300,000,000 feet of this total, or 1,500,000 tons of pulpwood, could be produced annually for 840 years without exhausting the supply. In other words, these four Provinces could raise all that the United States—the greatest pulp and paper maker in the world to-day—now produces, and do it for over 800 years. An important consideration also was the fact that where operations are carried on in a wise and provident manner, the spruce forests renew themselves every fifteen or twenty years. They would, therefore, be inexhaustible, were it not for fires, the process of colonization, and the wastefulness of lumbermen. The effect of fire was illustrated by the statement that the sale of timber in the Lake St. John, St. Maurice and Ottawa forest regions, which had been destroyed in that way during recent years, would have paid the whole Quebec debt of thirty odd millions. He referred, in conclusion, to the immense spruce forests

which had recently been discovered in the far north and west and beyond the Rocky Mountains.

The Petroleum Industry

Some discussion took place during the year regarding this industry, of which the Ontario town of Petrolea was the centre, in connection with alleged movements and interests of the Standard Oil Company. The total production of petroleum in Canada had varied very little of late years. In 1888 it was 695,203 barrels, valued at $713,695; in 1898 it was 758,391 barrels, worth $1,061,747; in 1900 it was 710,498 barrels, valued at $1,151,007. The average price of crude oil on the Petrolea Oil Exchange was $1.03·84 per barrel, in 1888; $1.46 per barrel in 1895; $1.60 per barrel in 1900. The total production of the Oil Refineries was given by the Dominion Statistician in 1900 as being 21,153,192 Imperial gallons for the year 1898, and as being worth $1,723,293. These figures included illuminating oils, benzine and naptha, parafine oils, lubricating oils and $101,972 worth of parafine wax. The exports of Canadian petroleum, crude and refined, have been very slight for many years past, though in 1873 they reached a maximum value of $1,819,183. In 1901 the export was $3,087. The imports have increased slowly. In 1887 they were $467,505; in 1897, $604,965; in 1901 they were $810,780.

The question of the Standard Oil Company obtaining control of this industry in Canada was brought before the Canadian Manufacturers' Association by Mr. E. R. C. Clarkson through a Resolution which he submitted, and in a letter which appeared in the March number of *Industrial Canada*. He claimed that 772,000 rural families in the Dominion, or four-fifths of the population, were dependent upon illuminating oils for their light; that the quantity consumed was over 20,000,000 gallons a year, of which one-half came from the United States; that farmers along the Canadian border were frequently paying twenty-five cents per gallon for the best quality of American oil while the price on the other side was ten cents; that the oil industry of Canada was owned by the Standard Oil Trust, of New York, and the price of oil advanced by them from six cents to nine cents per gallon; that the chief American railways and their Canadian connections were tied down in an agreement with this Trust, made in 1872, for lower and special rates.

Mr. Clarkson stated that in 1894, when Canadians owned the Refineries, the best Canadian oil was sold in Hamilton at from nine to ten cents per gallon in barrels; now the price ran from sixteen to seventeen cents. He urged, therefore, the passage by the Association of his proposed Resolution declaring the Standard Oil Company a Trust, and therefore subject to prosecution under the Canadian Criminal Code of 1892; and asking the Government to repeal the duty on coal oil. The subject was discussed at length by the Executive of the Canadian Manufacturers' Association on April 9th. On the one side proof was produced by invoices, etc., showing that prices had advanced as stated, and that the manipulation of freight rates was a fact. It was pointed out on the other side that the Imperial Oil Company, which was said

to control the Refineries, was not the Standard Oil Company, but a Canadian corporation in which the majority of the Directors were Canadians—many of the Canadian shareholders dating their stock back twenty-two years. Some of the stock was held by the Standard Oil people, but the whole concern only held 8 per cent. of the total Canadian oil-producing industry. There were said to be 10,000 wells now being operated in this business as a whole, with at least $3,000,000 invested in iron casings, pumps and drilling, and with 8,000 or 10,000 people dependent upon it. It was claimed that the oil fluctuated constantly in price, and that it was really cheaper than prior to the preliminary entrance into Canada of the Standard Oil Company. The following Resolution, in substitution for that of Mr. Clarkson, was finally carried :—

Whereas : The Canadian Manufacturers' Association has always supported the policy of protection to Canadian industries ; and whereas : The application of this policy to the oil interest demands that it should be entitled to the same consideration as any other manufacturing industry in Canada unless it is shown that, as a result of practical monopoly of the output of Canadian refined oil, unfair and exorbitant prices had been charged Canadian consumers to the detriment of the development of other Canadian industries ;

Be it Resolved : That this Association, having examined the facts laid before it by these interests asking for a removal of the duty and also by those interested in the oil industry, hereby expresses its convictions that the facts laid before it have not shown clearly enough that the price of oil has been raised to an exorbitant extent as a result of the duty ;

And Be it Further Resolved : That, therefore, the Association cannot endorse the request to the Government asking them to remove the duty on oil, but that it place itself on record to the effect that the Government should appoint a Commission to fully investigate the facts connected with the Canadian oil industry prior to adopting legislation affecting that industry.

Section V—TRADE AND COMMERCE

General Trade Conditions

The total exports of the Dominion for the fiscal year, ending June 30, 1901, were $196,487,632 as against $98,417,296 in 1891; $98,290,828 in 1881 and $74,173,618 in 1871. The total imports were $190,415,525 as against $119,967,638 in 1891, $105,330,840 in 1881, and $96,092,971 in 1871. The total trade of the Dominion at Confederation and at the decennial periods mentioned was, therefore, as follows: In 1867, $131,027,532; in 1871, $170,266,589; in 1881, $203,621,663; in 1891, $218,384,934; in 1901, $386,903,157. The total trade with the principal countries with which Canada deals was, in certain decade years, as follows:—

Country.*	1881.	1891.	1901.
Great Britain	$97,335,378	$91,328,384	$148,493,253
United States	73,570,337	94,824,352	191,689,005
France	2,294,043	2,565,877	7,084,736
Germany	1,019,198	4,336,232	8,820,816
Spain	446,337	555,917	968,765
Portugal	165,487	191,148	186,178
Italy	234,723	322,808	859,065
Holland	440,944	404,532	1,027,373
Belgium	671,267	728,120	6,590,061
Newfoundland	2,175,773	2,218,911	2,886,109
West Indies	6,962,516	6,360,926	3,205,845
South America	1,369,731	1,782,950	1,758,113
China and Japan	1,430,734	2,202,102	3,165,020

The exports of Canada to Great Britain were $53,571,570 in 1881; $49,280,858 in 1891; and $105,328,956 in 1901. The exports to the United States in the same years were, respectively, $36,866,225, $41,138,695 and $72,382,230. The Canadian imports, for consumption only, from Great Britain in 1881 were $43,583,808; in 1891, $42,047,526; and in 1901 they were $43,018,164. From the United States they were in the same years, respectively, $36,704,112, $53,685,657 and $110,485,008. The increase in the exports to Great Britain between 1881 and 1901, was, therefore $51,757,386 and to the United States, $35,516,005. The decrease in imports from Great Britain during the same period was $565,644 and the increase from United States, $73,780,896. Outside of these two great countries the chief expansion in Canadian trade during these years was, as the above table shows, with France, Germany, Belgium and China and Japan.

The amount of duty collected from Great Britain in 1881 was $8,772,949; in 1891, $9,114,271; and in 1901, $7,845,406. From the United States the totals were, respectively, $5,657,292, $7,799,318

*The figures for 1881 and 1891 are compiled from the Trade and Navigation Returns; those for 1901 from the Trade and Commerce Department Report.

and $13,311,749. The total duties collected were $18,500,785 in 1881; $23,481,069 in 1891; and $29,106,979 in 1901. The percentage of duty collected on the value of all goods entered for consumption was 20·19 in 1881; 20·06 in 1891; and 16·06 in 1901. The total of the dutiable goods imported into Canada for consumption in 1881 was $71,620,725; in 1891, $74,536,036; in 1901, $105,969,756. The total of free goods was in these respective years $18,867,604, $36,997,918 and $75,268,232.

In connection with the general extension of trade a number of Commercial Agents had been appointed to represent Canada in other countries and on May 9, 1901, the Minister of Trade and Commerce informed the House of Commons that there were seven of these Agents then employed by the Government. Only one of them devoted his whole time to the work. They included Mr. J. S. Larke, Agent in Australia, $3,000 and expenses; Mr. G. Eustace Burke, in Jamaica, $250; Mr. Robert Bryson, in Antigua, Montserrat and Dominica, $250; Mr. S. L. Horsford, in St. Kitts, Nevis and Virgin Islands, $250; Mr. Edgar Tripp, in Trinidad and Tobago, $500; Mr. A. E. Sontum, in Norway, Sweeden and Denmark, $250; Mr. A. D. Campbell in Argentina and Uruguay, $500. There were others available for this work whose chief duties were in connection with emigration and there were, also, Mr. J. G. Colmer, C.M.G., Deputy High Commissioner in London and Mr. Harrison Watson, Curator for the Canadian Section of the Imperial Institute in the Empire's capital.

Mr. W. S. Fielding's Budget speech in Parliament, on March 14th, contained a number of important figures relating to the expansion of the trade and commerce of the Dominion. The aggregate external trade of Canada was, he said, in 1899, $321,661,213, and in 1900 it was $381,517,236, or an increase of nearly sixty millions. The imports for consumption had risen from $154,051,593 to $180,804,316, an increase of over $26,000,000. The exports of Canadian produce had increased from $138,462,037 to $170,642,369, an increase of over $32,000,000. The exports of Canadian produce to Great Britain rose from $85,114,555 to $96,562,875, and to the United States from $40,426,856 to $59,666,556; an increase in the first case of $11,000,000, and in the second of $19,000,000. The exports from Canadian Mines to all countries rose from $13,368,150 to $24,580,266; from Canadian Fisheries, $9,909,662 to $11,169,083; from Canadian Forests, $28,021,529 to $29,663,668; of Animals and their products, from $46,743,130 to $56,148,807; of Agricultural products from $22,952,915 to $27,516,609; of Canadian Manufactures, from $11,706,707 to $14,224,287. The condition of the imports from Great Britain was shown by the figures of the five years during which he had held office —$32,979,742 in 1896; $29,412,188 in 1897; $32,500,917 in 1898; $37,060,123 in 1899; $44,789,730 in 1900. The following table was given by the Minister of Finance to illustrate the expansion of exports:—

Exports.	Four years, 1893-1896.	Four years, 1897-1900.
Mine	$26,173,776	$63,710,587
Fisheries	41,615,754	42,234,729
Forest	103,782,210	115,455,465
Animals and their produce and agricultural products	204,043,511	287,954,114
Manufactures	32,520,973	46,131,324
Miscellaneous	364,222	432,175
Coin and bullion and short reported	14,459,930	22,740,235
Total	$422,960,376	$578,658,629
		422,960,376
Increase in four years		$155,698,253

The Hon. William Paterson, Minister of Customs, in comparing the commerce of Canada with that of the United States, in the House on March 26th, brought out some interesting figures. He stated that the domestic exports of the United States in the fiscal year 1900—exclusive of coin and bullion—increased 14 per cent. and those of Canada 23 per cent. The grand aggregate trade of the Republic increased 13½ per cent, that of Canada 19 per cent. On the basis of a population of 76,000,000, the foreign trade of the United States was $32 per head in 1900, and that of Canada, on a basis of 6,000,000 population, was $63 per head. The aggregate trade of the United States increased 28 per cent. between 1896 and 1900, that of Canada 60 per cent.

An important fact in this connection is the influence of Canadian trade upon the transportation interests of the United States. According to the Trade and Navigation Returns of 1901, the value of merchandise imported by Canada during that fiscal year from the countries of the British Empire through the United States was $13,144,556, and from foreign countries, $7,826,957. The value of goods exported to the British Empire by way of the United States was $33,205,370. and to foreign countries, $3,616,726. The total amount coming and going by way of United States ports and railways was, therefore, $57,793,609.

According to the Report of the Canadian Minister of Trade and Commerce for 1901, the import of dutiable merchandise was $115,574,658 in that year, as against $112,943,896 in 1900; that of free merchandise was $71,303,573, compared with $68,381,179. The export of home products increased from $168,972,301 in 1900, to $177,431,386 in 1901; that of foreign produce was, respectively, $14,265,254, and $17,077,757. The value of the produce of Canadian Mines exported rose from $24,580,000 in 1900 to $40,367,683 in 1901; that of the Forest, from $29,663,668 to $30,009,857; that of Manufactures, from $14,224,287 to $16,012,208. The value of the export of Canadian Fisheries decreased from $11,169,083 to $10,720,352; that of Animals and their produce, from $56,148,807 to $55,495,311; that of Agricultural products, from $27,516,609 to $24,781,486. The export of miscellaneous home produce decreased from $208,070 to $44,489.

The foreign produce exported amounted to $21,252,354 in 1900, and $19,056,246 in 1901—agricultural products amounting to $13,786,566 of the latter total. The following table gives the total import and export trade of Canada by countries in the fiscal year 1901 :—

Country.	Import from.	Export to.
Great Britain	$43,164,297	$105,328,956
Australasia	164,416	2,311,405
British Africa	90,695	1,086,965
" East Indies	1,374,776	23,662
" West Indies	1,280,798	1,925,047
" Guiana	125,682	372,757
Newfoundland	625,610	2,257,399
Other British Countries	41,499	73,866
Total, British Empire	$46,867,773	$113,380,057
Argentina	263,353	279,560
Austria-Hungary	289,387	1,101
Belgium	3,783,919	2,806,142
Brazil	347,555	572,361
Chili	.....	208,057
China	844,583	510,886
Cuba	343,374	578,013
Dutch East Indies	324,797	.....
France	5,503,405	1,581,331
Germany	6,679,264	2,141,552
Greece	139,238	.....
Holland	839,995	187,378
Italy	544,002	315,063
Japan	1,620,868	188,683
Mexico	17,760	72,498
Peru	413,385	32,034
Porto Rico	237,374	302,314
Spain	813,411	155,354
Switzerland	607,716	739
United States	119,306,775	70,406,841
Miscellaneous	627,591	789,179
Coin and Bullion	.....	1,978,489
Total	$190,415,525	$196,487,632

During the year 1901—as distinguished from the fiscal year which ended on June 30th—the trade of Canada continued to increase. The imports for the six months ending December 31st were $99,662,849, as against $91,586,312, in the last six months of 1900. The exports of domestic products were, for the corresponding period, $113,568,760, as against $108,152,866. The increase in imports during the six months was, therefore, $8,076,537, and in exports, $5,415,894 over the same period in the preceding year. There was a decrease in the export of products of the Mine, and increases in those of the Fisheries, Forests, Manufactures, Agriculture and Animals.

The Preferential Tariff and Canadian Trade

A much discussed question during the year was the incidence and effect of the Preferential tariff in favour of British goods coming into Canada. It had come into operation on August 1, 1898, as a 25 per cent. reduction, and on July 1, 1900, as a 33⅓ per cent. reduction. Under this arrange-

ment, as now applied, all goods from any country of the British Empire, the customs tariff of which is as favourable upon the whole to Canada as the Preferential tariff is to such country, were to come into the Dominion at the rate of 33⅓ per cent. less than similar goods were admitted from foreign countries or such parts of the Empire as did not meet the conditions involved.

It was provided that manufactured articles thus admitted under the Preference must be the *bona fide* manufactures of the countries entitled to its benefits; that a substantial portion of the labour of such countries must have entered into the production of the articles; and that its terms should not apply to spirituous liquors, articles or products containing alcohol, or tobacco, cigars and cigarettes. The countries included were the United Kingdom, Bermuda, Bahamas, Jamaica, Turks and Caicos Islands, Leeward and Windward Islands, Barbadoes, Trinidad and Tobago, British Guiana, British India, Ceylon, New South Wales, and the Straits Settlements.

The two countries chiefly concerned were the United Kingdom and the United States. According to the Report of the Minister of Trade and Commerce for 1901, the average *ad valorem* rate of duty on dutiable imports from Great Britain in 1897 was 30·693 per cent., and in 1901 24·748 per cent. On imports from the United States it was, respectively, 26·727 per cent. and 24·835 per cent. In the same years the average *ad valorem* rate of duty on total imports from Great Britain was, respectively, 21·106 per cent. and 18·322 per cent., and from the United States, 14·287 per cent. and 12·424 per cent. The total dutiable imports from Great Britain were $20,217,422 in 1897; $22,556,479 in 1898; $27,521,508 in 1899; $31,561,756 in 1900; and $31,701,654 in 1901. The free imports from Great Britain were $9,183,766 in 1897 and $11,118,341 in 1901.

The total dutiable imports from the United States were $30,482,509 in 1897; $38,063,960 in 1898; $44,471,824 in 1899; $53,897,561 in 1900; $53,600,278 in 1901. The free imports from the United States were $26,540,833 in 1897 and $53,549,047 in 1901. The percentage of dutiable imports from Great Britain to the total of dutiable imports from all countries was 30·53 in 1897 and 29·92 in 1901. That of dutiable imports from the United States was, respectively, 46·03 and 50·58. The percentage of free imports from Great Britain to the total of free imports was 22·73 in 1897 and 15·50 in 1901. That of the free imports from the United States was 65·69 and 74·66 respectively. The total imports were as follows :—

Year.	From Great Britain.	From United States.
1897	$29,412,188	$61,649,041
1898	32,500,917	78,705,590
1899	37,060,123	93,007,166
1900	44,789,730	109,844,378
1901	43,018,164	110,485,008

From the whole British Empire the imports in 1897 were $21,338,661, and in 1901, $46,652,889. Of course, not all the dutiable imports from Great Britain come under the Preferential tariff. In

1898 the value excluded from its operation was $2,904,984; in 1899 it was $4,667,428; in 1900 it was $5,467,654; in 1901 it was $5,795,933. The imports from the British Empire coming under the Preferential clause in 1898 were $19,735,855; in 1899, $23,834,425; in 1900, $27,095,791; in 1901, $27,502,937. The great bulk of these imports were from Britain. In 1898 and 1899 $5,218,407 and $2,763,017, respectively, came from foreign countries under an application of the Preference which was changed in 1899.

The chief imports concerned in the Preferential tariff are five in number—cottons, woollens, flax, silk and iron and steel. The imports of cotton manufactures from Great Britain in 1899 were $3,795,021; in 1900, $4,241,814; in 1901, $4,609,034. In woollen goods the import was, respectively, $7,649,861, $6,998,762 and $7,339,533. The imports of flax, hemp and jute manufactures were $1,570,950 in 1899; $1,626,839 in 1900; $1,697,201 in 1901. In silk manufactures the import was, respectively, $1,345,398, $715,890 and $2,107,059. The imports of iron and steel manufactures were $2,345,040 in 1899; $4,120,800 in 1900; $2,518,956 in 1901.

The Preference was widely dwelt with during the year, in Parliament, in the press and on the platform. There were many points of view presented. In the February number of *Industrial Canada* Mr. W. K. McNaught wrote urging strongly that the national seaports of Canada should be encouraged by Canadian money and business interests. He deprecated the unpatriotic policy of the railways which sought foreign ports from which to ship Canadian products. "Fortunately, a remedy easy of application lies to our hand and that is to refuse to allow the Preferential tariff rebate of 33⅓ per cent. on goods of British manufacture unless they are imported directly from Great Britain into some Canadian port."

This policy, he declared, would help Canada's national railway—the Intercolonial; help Canadian labour through building up the national seaports and developing national shipping; help the trade of Montreal and Quebec, Halifax and St. John, at the expense of New York, Portland and Boston. Mr. J. O. Thorn, another prominent Toronto manufacturer, wrote to the same paper, at the same time, strongly objecting to this proposal on the ground that so much inconvenience and delay might be caused to many manufacturers in obtaining their raw material that they would be compelled to import entirely from the United States. Such a policy would assist the already keen American competition in Canada with British goods. A little later in the year the St. John Board of Trade passed a Resolution in favour of the principle.

Delegates from this body, comprising Messrs. G. Wetmore Merritt, D. J. McLaughlin, J. H. Thomson and George McKean and Ald. Macrae, visited Ottawa in March and pressed upon the Government their views in this connection, besides supplying the Premier with a great deal of statistical information bearing upon the subject. The Board of Trade at Halifax took the same view and on April 30th the President, Mr. George L. Campbell, stated to the Board that their

Council had passed a Resolution in favour of the proposal and forwarded copies to the members of the Government. They had also communicated with similar bodies throughout Nova Scotia and had received a strong support. "The proposal would mean much for the Maritime Provinces if enacted."

Meanwhile, on March 15th, the Legislature of New Brunswick, on motion of Messrs. C. J. Osman and A. B. Copp, passed the following Resolution unanimously: "That it is the opinion of this House that the Province of New Brunswick will be materially benefited in a commercial sense if the present Dominion Tariff Law be so amended that the Preferential clause now applying to British goods imported into Canada shall apply only when such imports are made directly through a Canadian port." The St. John *Sun* of the succeeding day supported the suggestion on the ground that in 1900 Canada imported through American ports $24,000,000 worth of goods produced in other countries than the United States, and of which two-thirds was British. The total product brought in under the Preference was only $27,000,000 in value. "If half these goods are entered through foreign ports it is surely time to do something to change their destination." The Toronto Board of Trade considered the subject on May 15th and came to a different conclusion. The proposal was declared ill-advised as being an attempt to force freight through irregular routes at an additional cost of time and money and with the result of minimizing the value of the lower duties. It would affect goods coming from other Colonies by steamship lines arriving in New York and might also be considered as unfriendly legislation by the United States.

There were some important British comments upon the Preference during the year. The London Daily *News*, of March 29th, expressed pleasure at the refusal of Sir Michael Hicks-Beach to "tamper with our Free Trade policy in order to reward Canada for the 33⅓ per cent. Preference at present enjoyed by British goods." Every Englishman appreciated the loyalty and good-will which inspired that action, but the Dominion, according to this view, did not want any return, and Sir Charles Tupper, who had fought the recent elections on that issue, had been signally defeated. "Sir Wilfrid Laurier has held all through that the British Government cannot be expected to give any reciprocal advantage." The only way to do so would be by imposing duties on the rest of the world, and pleasure was expressed that Sir Michael had refused "to palter with that pernicious proposal."

Speaking in the House of Commons on June 20th, the Chancellor of the Exchequer declared that there had been no great improvement in trade between Canada and Great Britain as a result of the Preference. "The Preference still left a protective duty as against the British manufacturer in favour of the Canadian manufacturer, and the result was that although our trade in Canada had largely increased, the trade of the United States with Canada had also largely increased." On the other hand, Mr. W. H. Holland, of York, told the House that since the Preferential treatment was

accorded "he had done considerable business with Canada which was not previously possible." Sir Charles Howard Vincent, M.P., in a letter to the Toronto *Globe*, on August 1st, also approved of the policy. "Canada has been enabled to take the first practical step in the great movement which will result in giving a preference to all British goods in all British markets. That will never be forgotten by the people of England."

Amongst other matters which came up frequently during the year in connection with the Preference was the claim of the Conservative press that its effect was practically annulled, so far as any beneficial influence upon British trade was concerned, by a manipulation of duties prior to its inauguration. Incidentally to this assertion the London *Free Press*, of October 31st, gave a table to illustrate the charge that duties had been increased in 1897 upon a variety of British goods in order to meet the coming decrease through the Preferential tariff. The only proof adduced was a list of a number of items which included cutlery, grey unbleached cottons and handkerchiefs and the following:—

Article.	Duty 1896.	Duty 1897.	Import in 1896 from Great Britain.	Import in 1896 from United States.
Printed Fabrics	30 per cent.	35 per cent.	$1,989,773	$499,839
Damask	25 "	30 "	260,233	6,027
Linens (Duck)	20 "	25 "	472,395	10,216
Miscellaneous Machinery	27½ "	25 "	153,406	925,364
Carpenter's Tools	35 "	30 "	26,810	173,688
Flax Seed Oil	20 "	25 "	324,254	8,676
Clothing	32½ "	35 "	297,992	11,798
Ribbons	30 "	35 "	768,513	43,555

Various references were made to the subject in public speeches. Speaking on November 6th, as the President of the Canadian Manufactures' Association, at their annual meeting in Montreal, Mr. P. W. Ellis referred to what he thought should be the general character of a Preferential tariff. "The duty of the Government is to legislate first for Canada and for Great Britain afterwards; in other words that the Preference should give the British manufacturer a substantial advantage over his foreign competitor but not over the Canadian; and that when any Canadian industry has suffered, attention should be given promptly and fairly." During an address in Toronto on November 11th, Mr. R. L. Borden, the Conservative Leader, declared that the Preference had not originated in loyalty or devotion to Imperial interests but in a desire to conciliate the warring Free Trade and Protection elements in the Liberal party and Government. At a great party reception, in the same city, to the Hon. William Mulock, on December 18th, Sir Wilfrid Laurier claimed that the Preference had opened wider than ever the open door of the British market and, through the kindly feeling induced, had immensely increased the trade of Canada with Great Britain. "It was the wisest policy ever adopted in this country." As to its origin and objects he also had something to say :—

"We brought that policy forward for several purposes. One

purpose was that we wanted it in order to obtain the denunciation of the Belgian and German Treaties, but England would not do it. We gave her the option of choosing between Germany and Belgium and ourselves with what result you know. The second justification of our policy of a Preference to Great Britain is in the fact that it has proved the best measure of tariff reform to the consumer of Canada. We established a system by which we gave relief to the consumers and did not injure the industries."

Sir Charles Tupper on Preferential Trade

During the year this veteran leader in Canadian politics and Imperial policies was interviewed upon a number of occasions in connection with current events and discussions. At Winnipeg, on August 11th, he dealt at length, to the Toronto *Mail and Empire* correspondent, with the relations of Canada and the United States. He was in England on September 12th and spoke to the London *Daily Mail* in most emphatic terms: "Preferential tariffs are bound to come. You will soon have a federated South Africa, the Commonwealth of Australia and the Dominion of Canada all pressing you for Preferential tariffs on a reciprocal basis: you will have to give way. Look after yourselves and your own Empire." To the Montreal *Gazette*, of November 4th, he declared, upon returning to Canada, that public opinion in Great Britain was being rapidly educated in the direction of a Preference; that public men were recognizing the trend of affairs; that the brightest Reviews and newspapers were now favourable; that the pressure of taxation for the war and of $600,000,000 worth of United States goods coming into the country free of duty, in return for heavy American tariffs and a four billion dollar steel trust; were having their effect upon the minds of the people. "Is it then to be wondered at that the idea should work itself into the British mind that instead of making the income and other taxes very burdensome to provide means to carry on the war, revenue should be secured from American and other products—especially when they come to realize that the price of these articles to the British community would not be increased?"

Speaking to the Halifax *Mail*, on November 7th, Sir Charles made a suggestion along this line for the benefit of Sir Michael Hicks-Beach in connection with his heavy war-debt and taxes. There was one ready means of meeting the difficulty. "This is the imposition of a moderate rate of duty upon the products of all foreign countries which are now sent into Great Britain in competition with, and in many cases seriously damaging, their own manufacturers. The public mind is being turned in this direction and when such a customs duty—a Preferential duty—is applied to foreign countries, leaving the Colonies on a favoured footing, they will find them all ready to do what as yet only Canada has done—give to the Mother Country a Preferential tariff." In Toronto, on November 20th, Sir Charles Tupper told the *Mail and Empire* that the feeling in England regarding Free trade was rapidly changing. The necessity for widening the basis of taxation in order to meet the war expenses and the desirabilty of helping the

Colonies by reciprocal trade arrangements were the chief causes of this change. He believed the Canadian one-sided Preference had injured the movement in England. "Had the Dominion Government stated that they were prepared to make substantial reductions upon British products coming into this country provided the products of Canada were received upon more favorable terms than those accorded to France, Germany, Russia and the United States, a great incentive would have been given to bring that about." In an interview with the Winnipeg *Telegram*, on November 26th, he reiterated these views; pointed to the great influx of settlers into the North-West which would follow upon a British duty of even five shillings a quarter upon foreign wheat; expressed the belief that such a policy would provide many more men to fight for the Empire if needed; and declared that no more protective measure had ever been enacted than the exclusion of Canadian live cattle from Great Britain. The burden of British taxation would be lessened, the prosperity of the Colonies increased, the military strength of the Empire greatly enhanced by such a policy.

Parliament and the Preferential Tariff

In the House of Commons on February 27th, a discussion arose upon the question of trade with Italy, during which Mr. W. F. Maclean declared himself in favour of maximum and minimum figures in the Canadian tariff and as prepared to go even further than this. "I do not believe in one-sided trade even if it is with the Motherland. The Preference we have to-day is a preference not given to Great Britain, but given to the manufacturers and workingmen of Great Britain at the expense of manufacturers and workingmen here in Canada. I am against that out and out. I believe that the Conservative party is against it out and out and I believe the Canadian people are against it." He thought a mistake had been made in not asking the Motherland for a preference in return for ours and trusted that when the coming Australian tariff had been formed the Canadian Government would endeavour to effect a preferential arrangement with the new Commonwealth. The Minister of the Interior—Mr. Clifford Sifton—followed and assumed, with every evidence of pleasure in his words, that Mr. Maclean had at last expressed the policy of the Conservative party regarding the Preferential tariff. The Government intended, however, to stand by it. "We go a little further and we say that it is the policy of the Liberal party of Canada to reduce the duties, and to remove, to some extent, the burdens of the excessive tariff which was imposed upon imported goods by the late Conservative Government."

On March 6th, in the House of Commons, Mr. E. F. Clarke asked the Government a series of questions regarding the operation of the Preferential clause in the tariff—particularly as it had affected goods of foreign origin coming into Canada *via* the United Kingdom. The Minister of Customs (Mr. Paterson) stated that "under the regulations and practice governing the Preferential tariff, manufactured goods, entitled to be admitted under such tariff, must be finally manufactured

in Great Britain, or her Colonies and Possessions entitled to the Preference, and there must have entered into the production of such articles British labour to the extent of at least 25 per cent. of the value of the articles in each case." Exporters of such articles to Canada were required to sign a declaration assuring these conditions.

There was no record, the Minister added, of the amount of foreign material entering into the composition of these articles, nor of the countries from which the material came. "Quite a number of manufactured articles imported under the Preference are, of course, entirely British, both in respect to material and workmanship." On March 11th Mr. Clarke returned to this subject by asking the Minister as to what proportion of goods coming in under the Preference had a certificate of origin attached. Mr. Paterson replied that a separate invoice was required with these articles, and in the certificate prescribed to accompany the invoice the exporter certified that all the articles included were *bona fide* produce or manufactures of the country named and entitled to share in the Preference, and that a substantial portion of the labour of such country had entered into the production of each article, to the extent of not less than one-fourth of the value of every such article in its present condition as ready for export to Canada.

Mr. Fielding, Minister of Finance, referred to this matter at some length during his Budget speech, on March 14th. It was, he stated, a subject for investigation and inquiry. "It was no part of our intention to extend the benefit of the Preferential tariff to foreign nations. But, of course, we have to remember that Great Britain imports great quantities of raw material, and articles in the first process of manufacture, and improves or finishes them." To make the tariff applicable only to goods of complete British origin would be to practically repeal it. He went on to say that if any evasions could be proved, the Government would be glad, as they had every desire to have the tariff carried out in good faith. Upon the details of the present arrangement of 25 per cent. being British in manufacture, he was open to conviction. Mr. E. B. Osler, in his criticism of the Budget, took strong exception to the existing arrangement. The Government, he declared, admitted German, Belgian, or Italian goods, the produce of cheap labour competing with Canadian labour, upon the sole condition that it should come *via* Great Britain and have 25 per cent. of British labour added to it. "Then the whole amount, of which three-fourths is made by foreign cheap labour, comes into this country under a preference of 33⅓ per cent." In reality the whole plan worked out so as to give cheap foreign goods a much greater advantage than was given to British manufactures.

Mr. Clancy argued that under this Preferential tariff the trade of foreign countries with Canada had increased, in proportion, much beyond the trade of Great Britain with Canada, and he gave the figures of percentage increases between 1896 and 1900 as an illustration. The exports to Belgium had grown 1·121 per cent.; to Italy, 359 per cent.; to Portugal, 176 per cent.; to France, 136 per cent.; to Germany, 126 per cent.; to Great Britain, 61 per cent. Upon the

other hand, exports to Australia had risen 214 per cent. The aggregate trade of Canada during the same period had increased at a greater percentage with Belgium, Portugal, Holland, United States, France and Switzerland than it had with Great Britain.

"The exports to Great Britain increased by a larger percentage than those to the United States. The increase in our exports to Great Britain in 1900, as compared with 1896, was 61·54 per cent., while the increase of our exports to the United States in the same period was 54·34 per cent. On the other hand, our imports from Great Britain increased, in the period I have named, 35·80 per cent., while our imports from the United States increased no less than 87·53 per cent. Now let me compare the aggregate trade with these two countries. Our aggregate trade with Great Britain increased 53·3 per cent., while our aggregate trade with the United States—no inducement offered, no preference given—increased 73·22 per cent."

Mr. Clancy concluded by declaring that "it is not the business of the Conservative party to repeal a one-sided, silly and senseless Preference;" but it was their business to educate the British people in the advantages of a mutual preference, and to thus undo the Liberal policy. Sir Richard Cartwright, in following, declared that "there never was so good an advertisement given to any country, or to the productions of any country, as that given to the productions of Canada when we introduced the Preferential tariff." He believed that there was not one man in a thousand in the mercantile life of England who did not know and appreciate the fact that Canada alone of all the world had given a preference to British goods in her markets. The good-will of the British people in trade was all-important, and with it "there was hardly any limit to the extent to which we may push our most profitable trade with England."

Mr. A. C. Bell denied the premises of the Minister of Trade and Commerce. He did not believe that the tariff Preference had earned so kindly a feeling in the British mind as to really encourage the purchase of our goods, and his proof was that while our trade had increased with Great Britain, it had grown in a far greater ratio with the United States. This "precious preference" to England was "a thing which no man on this side of the House approves." Its whole effect, at the best, had been to increase trade by $11,809,988 in four years, and by $7,729,000 during the year 1899-1900. Meanwhile, American imports into Canada had grown $51,000,000 in the four years, and $17,000,000 in the past year. From other countries also we had purchased $19,000,000 worth of goods in 1896, and $35,000,000 worth in 1900. He objected also to the Preference because it was practically granted to a special class—the manufacturers of woollens and metal goods chiefly.

Mr. C. S. Hyman took the sentimental ground very largely, and spoke of the protection afforded Canada and Canadian interests by the British army and navy. The Preference was, therefore, a matter of duty. "We say to the Mother Country that, while we would like a protection in her market, we will not wait, but will give her the

preference in our market at once." Mr. E. D. Smith argued that there was no real preference. "The total amount of dutiable goods coming from Great Britain into this country in 1898 was $22,556,479; in 1900 it was $31,561,756—an increase of $9,500,277, or 40 per cent. The total amount of dutiable goods coming from the United States for home consumption in 1898 was $38,063,966; in 1900, $53,897,561—an increase of $15,833,601, or 41½ per cent." The Preferential tariff did not really place Great Britain in any better position than the United States. Any additional goods which might come in did so at the expense of Canadian industries. The comparison of imports in the fiscal year 1899-1900 was, he declared, still more to the point—the increase of imports from Great Britain being at the rate of 14⅔ per cent., and from the United States 21½ per cent.

Mr. R. L. Borden put the figures in a different way. While the imports from Great Britain during the four years, 1893-6, under Conservative administration, amounted to $145,000,000, they had, during the last four years of Liberal rule, declined to $143,000,000. During the same periods the imports from the United States had increased from $224,000,000 to $244,000,000 in value. Useless as the Preferential tariff was, however, "the Conservative party have never said that they proposed to repeal the Preference; but they have said that they would never rest satisfied until, in addition to that, and as compensation for that, we had obtained a preference in British markets." He was as much prepared as any member of the House to stand by the integrity of the Empire. "I am prepared, for that purpose, to advocate and support the claims of any Government that will spend its last dollar and send its last man." But trade and commerce should be on a different footing.

Sir Wilfrid Laurier followed and claimed credit for the abrogation of the German and Belgium treaties and for the further fiscal freedom thus accorded to Canada. Mr. Benjamin Russell, while supporting the Preferential tariff admitted that British trade in Canada had not held its own with Germany and the United States. Still, it had improved and the imports from Great Britain which had been declining for many years were now on the upward grade. Mr. A. E. Kemp argued that the Preference was not an adequate return for all that Great Britain had done for Canada—especially as only $26,094,101 of imports came within the sphere of its operation. "I say that we should divide this question into two parts and deal with the Preferential tariff in one way and our obligations to Great Britain in another." Mr. W. H. Bennett made a point against the Preference by declaring that "if you go through the returns it will be shown that the articles which are imported from Great Britain to a great extent are not used by the masses but by the wealthy classes." Mr. Frank Oliver supported the Preferential tariff and expressed what he believed to be the view of the North-West regarding it:—

"Under the present Preference we who depend for our success upon the export of our products believe that any measure that tends to improve our market in Great Britain is a benefit to us; and when

we secure that preference in the British market, not by giving something but by taking something—that is the privilege of buying what we want at a lower rate of duty—I say that Preference is good enough for us."

The sentimental, or patriotic basis of the Preferential tariff was summarized by Mr. F. B. Wade. British protection, British guns at Esquimalt and Halifax, British diplomacy and consular corps, the power of the British Empire to aid and back up the Dominion were referred to. The British taxpayer had felt the burden of all this and Canadians had never been asked to contribute a cent. All our manufactures and food stuffs and products were admitted free into the British market. "I submit that the granting of a Preference to the Mother Country was a most wise step. I believe that plank in the platform of the Liberal party contributed most largely to its success in the last election."

The Hon. R. R. Dobell, in defending the Preferential tariff, became eloquent upon the subject of Canadian indebtedness to Great Britain. The Mother Country had endowed us with all the boundless mineral wealth, the forests, the natural resources and many of the public works of Canada and had not even charged us with "the cost of the parchment by which she transferred this great territory." And yet the Opposition quibbled at a slight preference in the tariff! "Nothing in the world that Canada can give to Great Britain would recompense in the slightest degree the debt that we owe her for the freedom and blessings which she has established for us and has ever helped us to maintain." Mr. Dobell then hinted at a possible further increase in the Preference next year.

Mr. F. D. Monk took the view that while Canada was granting about $2,000,000 a year to Great Britain through this Preference the consumer here was not really getting any benefit from it. "It goes, as we all know, to enrich the British manufacturer. It goes practically as a bounty to the manufacturers of Sheffield and Manchester and Bradford as against our own Canadian manufacturers." He thought the financial position of Canada was not such as to warrant this lavishness and distribution of money in England. Mr. James Kendry dealt largely with the effect of the Preference upon the woollen industry, and as a manufacturer, declared that no man was warranted in putting one dollar into Canadian industries under the existing tariff and Preferential duty. "If we owe England anything, let us pay it, no matter what it is—whether it is one million dollars, or ten million dollars. But I say it is not fair to this country that the Government should give this preference, not to England, but to the manufacturers of Yorkshire."

Mr. David Henderson calculated that the dutiable imports under the Preferential tariff in 1899-1900 amounted to $27,095,791, with duties of $5,639,035, and that 25 per cent. would be $1,879,676—lost to the revenue of the country. In order to prove that the operation of the Preference had not been really favourable to Canada in the British market he quoted a number of decreases in exports to the

Mother Country between 1898 and 1900. Wood, and manufactures of, had gone down $740,000; pine deals had been reduced by $565,000, horses by $643,000, oats by $586,000, fish by $922,000, flour by $2,289,000, wheat by $5,127,000. From the United States which gave no preference to British goods, exports had increased very largely—corn by $5,413,000, corned beef by $1,224,000, fresh beef by $6,252,000, fresh pork by $1,154,000, hams by $2,861,000, cheese by $1,185,000, horses by $1,133,000.

The effect of the Preferential tariff upon trade with Germany and upon the woollen industries of the country were dwelt with by a number of speakers. Mr. R. A. Pringle referred particularly to the matter of linseed oil. Under the Preferential clause there was only a small duty upon this article and in 1899 $300,083 worth was imported. This was a serious injury to the farmers who raised flax seed for the use of the manufacturers of linseed oil. He also spoke of the increase in the importation of cotton goods and expressed the belief that we could make as good cotton in Canada as in any other country. This closed the debate so far as the Preferential clause in the tariff was concerned.

In the Senate on March 28th, the Hon. Mr. Perley asked for an enumeration of some of the articles which had been reduced in cost as a consequence of the Preferential tariff. The Hon. Mr. Mills stated his theory of the situation. "The article may at one time be scarce and high and at another time it may be abundant and cheap, but whether it is cheap or dear, if there is a high duty imposed upon it that duty is added to the price, and the importer, if he is to continue in business, must estimate his profits in the entire cost to him when these goods went to his shelves or into his store." Amongst the reductions he then mentioned were blankets from an equivalent of 39 per cent., tweeds from an equivalent of 32 per cent., and flannels from an equivalent of 33 per cent., to 23⅓ per cent; ready-made clothing from an equivalent of 34 per cent., and spades and shovels from an equivalent of 38 per cent., to 23⅓ per cent.; white or bleached cotton fabrics from 25 per cent., to 16⅔ per cent.; grey unbleached cotton fabrics from 22½ per cent., to 16⅔ per cent.; printed, dyed, or coloured fabrics from 30 to 23⅓ per cent.; cotton clothing from 32½ to 23⅓ per cent.; gloves and mitts from 35 to 23⅓ per cent.; hats and caps from 30 to 20 per cent.; table cutlery from 32½ to 20 per cent.; locks from 32½ to 20 per cent.; and builders' hardware from 32½ to 20 per cent.

All these articles, he claimed, had been substantially reduced to the consumer. They had been more largely imported and, if they had not come in as largely as some expected, "it is because the United States competitors have cut the price of their articles to the extent of the 33⅓ per cent. cut in order that they may enter the Canadian market on equal terms with the English manufacturers." Sir Mackenzie Bowell denied the applicability of the theories advanced by the Minister of Justice; declared that very often the placing of an article on the free list involved a higher price through American firms getting

control of the Canadian market; and referred to sugar as being much dearer than it had been for years past in spite of the lower duties. "We know that prices are governed in a great measure to the consumer by the prices which the manufacturer has to pay for the raw material."

The Hon. Mr. Ferguson stated that Mr. Mills had ignored the fact that in a great many instances, under the Preference, British manufacturers were able to keep up their prices to the level of foreign prices and reap the advantage of the difference in duty. Sir Mackenzie Bowell charged the Government with having raised a number of duties before applying the Preferential reduction and instanced carpets, which, in 1896, were at 25 per cent.; were increased to 35 per cent.; and then decreased by one-third to 23⅓ per cent. This involved an actual reduction of 12⅔ per cent. from the Conservative tariff.

The Preference and Relations with Germany

This matter came up for occasional reference in Parliament during the Session, as a result of the abrogation of the German Treaties in 1897, and the consequent placing of Canada under the least favourable clause of the German tariff. Mr. E. B. Osler referred to it on March 14th and described the German preference which existed for United States products over those of Canada. His figures declared 9·82 cents per bushel on wheat, 9·16 cents on rye, 4·19 cents on oats, 1·31 cents on barley, 3·27 cents on corn, 2·45 cents on buckwheat, to be the actual discrimination againt the Canadian, and in favour of the American farmer. Mr. C. S. Hyman, on the succeeding day, pointed out that in spite of these difficulties the exports from Canada to Germany had increased from $757,000 in 1896 to $1,715,000 in 1900, and the imports from $5,931,000 to $8,383,000.

Speaking upon this question, on March 18th, Sir Wilfrid Laurier pointed out that "if we forced the hand of England to denounce the German Treaty it was not because we had any hostility against Germany; it was not because we did not want to trade with Germany; but simply because we wanted our freedom of action restored to us. In this we succeeded." Though Great Britain through a new Treaty had the advantage, from which Canada was excluded, of the lower range of duties in Germany—a privilege also given the United States —he did not despair of obtaining the same position for Canada. If they failed in doing so he would report failure to Parliament and the matter might then be more fully discussed.

Mr. Clarke Wallace took the Government to task on March 18th for having at first included Germany and Belgium in the tariff preference to Britain and then repealed the enactment. "By their conduct they angered the German people and the result is that the United States have a preference of 10 cents a bushel on their wheat over Canada." Mr. A. E. Kemp, on the succeeding day, declared that while Canadian imports from Germany were steadily increasing, the latter country was deliberately discriminating against Canadian products in favour of American. "Yet the United States tariff against

German products is, I believe, 50 per cent. higher than that which we impose." The exports of Germany to the United States amounted to $103,000,000 and American exports to Germany were $197,000,000. "We have very much the same kind of products to sell as the United States supplies to Germany. Yet our exports to Germany, instead of being double our imports from that country, as is the case with the United States, amount to only one-eighth."

Speaking at Toronto on May 27th, Mr. R. L. Borden criticised the position of the Government in this matter. "Is it right and just to say that in giving a Preference to Great Britain and other portions of the Empire we should be excluded from that lower tariff in Germany to which Great Britain is entitled. The German Zollverein makes what tariff it likes amongst the nationalities that compose it. Shall we in the British Empire not have the same right without incurring hostile legislation and without it being concurred in by the Mother Country?" During a banquet at Halifax later in the year—on July 2nd—Mr. Borden made a long reference to this subject. Practically, he claimed, Germany had shared in the advantages of this Preference to Great Britain:—

"Goods partially manufactured in Germany are taken to Great Britain and a portion of the value is added there by further process of manufacture. Then the same goods are imported into Canada as the products of Great Britain, and receive the benefit of the Preference, which is thus shared by Germany. As a return for this, Germany subjects the products and manufactures of Canada to a maximum tariff, while those of Great Britain and the United States are admitted under a minimum tariff at a much lower rate of duty."

It may be mentioned here that Canadian exports to Germany in 1873 were $76,553 in value, and in 1896, $757,531. In 1897 they were $1,045,432; in 1898, $1,837,448; in 1899, $2,219,569; in 1900, $1,715,903; in 1901, $2,141,552. The Canadian imports from Germany were $1,099,925 in 1873; $1,809,154 in 1883; $3,825,763 in 1893; $5,931,459 in 1896; $6,493,368 in 1897; $5,584,014 in 1898; $7,393,456 in 1899; $8,383,498 in 1900; $7,021,405 in 1901. The chief dutiable imports from Germany in 1901 were: cotton manufactures, $192,878; fancy articles and ornaments, $360,187; furs and manufactures of, $281,981; glass and manufactures of, $257,681; iron and steel manufactures, $285,218; silk and manufactures of, $347,875; sugar, molasses, etc., $1,521,744—a marked decrease.

Italian Trade and the Preferential Tariff

On February 27th Mr. F. D. Monk moved in the House of Commons for copies of any correspondence which may have been carried on between Italian Consuls and the Canadian authorities looking to improvement in the trade relationship of the two countries. He stated that his object was to see if the claim he had previously made in the House as to the retaliatory character of sentiment and legislation in Europe, following upon the inauguration of the Preferential tariff, was not borne out. He spoke of the efforts which had been going on for years, particularly in Montreal, for an improvement in Canadian commercial relations with Italy. "There are many products of ours

which would find a market in Italy. There is a great demand there, and has been for years, for lumber. We would find also in that country a very profitable market for much of the mineral wealth of this country. There is also a demand in Italy which would afford a profitable market for our Canadian port. On the other hand, we take from Italy, at the present moment, olives, olive oil, wines of different kinds—most of them coming through France, or many of them—Italian pastes, canned fish, and other products of that country."

Mr. Monk went on to speak of the efforts of various gentlemen to develop this trade and of correspondence which he believed would show the Canadian Government to be "deplorably remiss" in the matter. Arrangements would now be more difficult owing to the Preferential tariff. In any case he understood that we were now under the general tariff of Italy as against the much lower "special" tariff which is reserved for certain favoured countries. Under correction from the Speaker, Mr. Monk here changed his motion into an Address asking for correspondence between the Governments concerned.

The Minister of Trade and Commerce, Sir R. J. Cartwright, in his reply stated that much of the correspondence was informal and strictly confidential, and could not, therefore, be brought down to the House. The decrease in the imports from Italy which had been referred to was largely due, he thought, to there being mixed up with those of France. It was a fact, he believed, that Italy had granted more favourable terms some years before to Canada, but in any case the exports to that country were increasing. It may be added here that Canadian exports to Italy in 1873 were, according to the Trade and Navigation Returns, $177,232. They remained stationary until 1890, when they commenced to decrease, until 1899 when they amounted to $125,265. In 1901 they were $315,063. The imports from Italy in 1873 were $52,425, and in 1890 $163,486. They rose then to $395,599 in 1899; sank to $144,573 in 1900; and rose again to $327,361 in 1901.

The Preferential Trade Question

The proposed policy of a British and general tariff around the Empire, in favour of Imperial products and against foreign countries, was much discussed during the year, and in connection with this discussion some figures of British trade may be given here. The imports of Great Britain from the countries of the Empire in 1896 were £93,208,029; in 1897, £94,027,774; in 1898, £99,623,017; in 1899, £106,829,295; in 1900, £109,530,635. The exports of Great Britain to the countries of the Empire in 1896 were £90,650,001; in 1897, £86,964,369; in 1898, £90,110,736; in 1899, £94,249,596; in 1900, £102,024,054. The imports from foreign countries were £348,600,875 in 1896, rising steadily to £413,544,528 in 1900. The exports were £205,729,213 in 1896, and rose steadily to $252,349,700 in 1900.

Changing the currency to that of Canada, these figures give a total British trade with the Empire of £211,554,689, or $1,057,773,445

in 1900, and with foreign countries of £665,894,228, or $3,229,471,140. Between 1896 and 1900 the increase in the imports from the Empire was $81,613,030, and from foreign countries, $324,718,265. The increase in the exports to the Empire was, in the same period, $56,870,265, and to foreign countries, $233,102,435. Returning to British currency, the following table gives some of the principal countries with which Great Britain did its trade in 1900:—

Countries.	Import from.	Export to.
Canada	£21,764,021	£9,058,789
British South Africa	3,973,069	13,992,132
British India	27,388,106	30,966,938
Australia	23,800,820	23,545,565
New Zealand	11,615,881	5,899,292
Egypt	12,585,578	6,159,468
Russia	21,983,952	16,360,475
Denmark	13,188,273	4,814,922
Germany	31,276,798	38,708,965
Holland	31,733,796	17,937,252
Belgium	23,502,603	14,846,307
France	54,980,517	27,500,081
Spain	16,731,990	7,376,451
United States	138,789,261	37,343,955
Argentina	13,080,466	7,438,238

These figures, in the case of European countries, include trade with their Possessions also. Eminently germane to the discussion are the statistics of trade done by Great Britain with Canada and the United States. According to the British Returns for 1900 the import of cattle from the United States was £6,500,744, and from Canada, £1,806,238; of horses, £952,956 and £85,158, respectively; of bacon and hams, £11,254,657 and £1,522,387; of fresh beef, £6,059,776 and £96,259; of butter, £247,724 and £640,760; of cheese, £1,740,749 and £3,799,223; of wheat, £11,227,268 and £2,206,878; of barley, £1,349,816 and £173,963; of oats, £1,479,737 and £409,027; of wheat flour, £8,366,256 and £570,680; of fish, £728,834 and £930,185; of apples, £510,779 and £427,763; of lard, £3,034,038 and £202,878; of leather, £3,038,638 and £139,206; of sawn timber, £2,483,324 and £4,637,654. There was also the large British import of raw cotton from the United States, amounting to £30,196,513, and of machinery, amounting to £2,261,624, in which Canada did not compete at all. The British exports to the two countries were small in comparison, but the principal figures may be given as follows:—

	To United States.	To Canada.
Apparel	£101,077	£398,647
Beer and Ale	210,462	18,984
Bleaching Materials	245,425	5,880
Books	324,681	73,436
Chemical Products	600,847	127,448
Cotton Yarn	403,127	79,963
Cotton Manufactures	2,902,031	1,087,968
Earthen and Chinaware	602,635	144,874

Product.	To United States.	To Canada.
Jute Manufactures	£887,816	£138,855
Linens	2,541,836	284,687
Machinery	802,836	199,103
Iron, wrought and unwrought	1,740,148	863,988
Copper, wrought and unwrought	236,176	20,500
Silk Manufactures	222,724	111,388
Skins (dressed)	386,203	36,281
Spirits	245,191	210,051
Telegraph Wires, etc	519,175	250,420
Wool, raw or undressed	513,003	44,139
Woollens	1,351,551	1,467,343
Total	£14,836,944	£5,563,955
Total of all British manufactures exported to these countries	£19,780,831	£7,605,257

In 1891, it may be added, the total British import from the United States was £104,409,050, and in 1900 it amounted to £138,789,261. During the same time the import from Canada rose from £12,103,493 to £21,764,021 (British Returns). The British exports to the United States in 1891 were £27,544,553, and in 1900 had decreased to £19,780,831. Meanwhile, the exports to Canada had only varied slightly from £6,820,990 in the former year to £7,605,257 in the latter.

During 1901, questions connected with this general condition of Imperial commerce, and usually thought of in Canada under the loose designation of the Preferential Trade problem, were widely discussed. Toward the close of 1900—on December 18th—the National Union of Conservative and Constitutional Associations of the United Kingdom, meeting at London, passed a Resolution by a large majority urging a re-organization of the fiscal system of the newly acquired States of the Transvaal and Orange River, "so that Preferential tariffs in favour of British and Colonial products shall be established." On January 18th following, Mr. A. E. Kemp, M.P., presented to the Council of the Toronto Board of Trade a Report upon the proceedings of the fouth Congress of the Chambers of Commerce of the Empire, held during the preceding June 26th and 29th. The Resolution upon trade matters passed by the Congress had been a compromise, and simply urged the appointment by the Imperial Government of a Royal Commission "to consider the possibilities of increasing and strengthening the trade relations between the different portions of the Empire."

Despite the non-committal nature of this Resolution, however, Mr. Kemp declared that from close observation of what transpired at the Congress, from personal conversations, from comments of the press and from other indications of public opinion, "your delegates have no hesitation in saying that the question of a commercial bond or a Customs Union within the Empire is in no sense an academic one—that in the future we must stand together in matters of trade as in matters of war." In a letter written to the President of the British

Empire League in Canada, and read at its meeting in Ottawa on February 13th, Mr. G. W. Ross, Premier of Ontario, declared that "if all the Colonies would enter into a federation for trade with each other and with the United Kingdom, as against the world, they would be brought more closely together commercially and politically, and if this were followed up by Preferential trade on the part of the United Kingdom with the Colonies, as against the world, our hold of the British markets would be strengthened, and a great impetus would be given to all our industries."

At Ottawa, on March 4th, Mr. F. H. Clergue was interviewed regarding the influence of the American Steel Trust upon Imperial trade relations. He expressed the belief that the 9,000,000 tons of iron used annually by Great Britain could be easily replaced by this organization at a profit while under-selling the British cost price. But this would not happen without a struggle and he characterized as insane any people who would not use any legitimate tariff weapon to resist such a disaster. "If, however, the only reasonable course left to the British people be followed by their fallacious free trade policy being dumped over-board, this industry will continue to flourish in Great Britain by reason of the abundant raw materials available at low cost in the British Isles and dependencies. The supply of iron ore and fuel in Canada is of an extent and quality to enable the British steel makers to obtain their supply in steel ingots at a price quite in competition with the Pittsburg output, and to supply raw materials in this partly finished form is the object of the large works undertaken at Sydney and at Sault Ste. Marie." About the same time, under date of Feb. 25th, Mr. Harrison Watson, Curator of the Canadian Section of the Imperial Institute, reported to the Government at Ottawa upon this general subject in the following comprehensive words:—

> Canada can, however, congratulate herself on the marked growth during the past three years of a desire which had not previously existed here, to seriously consider whether some consolidation of Imperial trade interests is really practicable. The doctrine of free trade is still very firmly established in the United Kingdom and this is a very conservative community. Recent events have, however, accomplished more than fifty years of debate could hope to attain. The war has provoked a strong sentiment of gratitude to the Colonies and a wish to lend them a helping hand. The inroads which the United States and Germany have also made upon markets which the United Kingdom formerly regarded as its own have caused a great deal of quiet alarm and misgiving in influential quarters. The seed has been sown and the question of Preferential trade within the Empire is gradually receiving due attention. Like most great movements, the doctrine spreads slowly but surely.

On April 18th, Sir Michael Hicks-Beach delivered his Budget speech in the British House of Commons showing an estimated expenditure of $938,000,000 in the current year, an estimated revenue of $716,275,000 and an estimated deficit of $220,000,000. Heavy increases in taxation were thus rendered necessary, and in order to meet a portion of the sums required an export duty was placed on coal, from which it was expected to raise $10,500,000,

an increased duty was imposed upon sugar, from which $25,500,000 was anticipated, and an increased levy upon incomes was expected to net $19,000,000. Power was asked to borrow $300,000,000 by means of consols. Much disappointment was expressed in Canada, in other Colonies and in many quarters in England that some attempt had not been made to raise money by Preferential duties which would have not only increased the revenues for Imperial defence but have consolidated the commercial interests of the Empire.

Speaking on April 23rd, at the Dinner of St. George's Society in Toronto, Lieut.-Col. G. T. Denison expressed a good deal of current opinion in a few words: "We can understand that in England Sir Michael Hicks-Beach has many difficulties, as the country has been trained in trade conditions which have muddled the brains of the people. They should understand that all those influences and conditions which made their trade policy a splendid thing years ago, have entirely changed. They are unable to shake off their delusion and see that what is necessary now is to adapt their conduct to the present posture of affairs." Speaking at London on May 31st, Mr. R. L. Borden said that Canada should not adopt a policy of drift. "They (the Conservative Party) believe that there is a strong public sentiment in England in favour of better trade relations between Great Britain and the Colonies and that Canada, as the foremost Colony of the Empire, should make a strong and determined effort to achieve that great policy."

The subject came up for general discussion in the Imperial House of Commons at a later date. On June 18th Sir C. E. Howard Vincent proposed to insert in the tea tariff the enactment that "in respect of goods from British Possessions one-fourth part of 25 per cent. shall be remitted." There must, he declared, be a beginning somewhere, and this proposal would help the tea industry in Ceylon and India and develop it in Australia and the Mauritius. He believed there was a growing feeling in favour of Imperial Preferential trade and deprecated the opposition of the Chancellor of the Exchequer. Sir M. E. Hicks-Beach, in reply, sympathized with the general idea of closer union, stated that India and Ceylon were already driving foreign competitors in tea out of the British market and declared, amid Opposition cheers, that revenue considerations would not permit of accepting the suggestion.

Two days later, Mr. Ernest Flower, of Bradford, in connection with the sugar duties, proposed an amendment which would have had the effect of reducing the duty on sugar from British countries by 33½ per cent. He pointed out the great advantage this would be to Jamaica and Queensland and estimated the revenue loss at only $300,000. The time was ripe to respond in a sympathetic spirit to Colonial wishes and "encourage the gradual formation of inter-Empire trade." The Chancellor of the Exchequer replied that practical proof of sympathy had been given in the relief grants of $1,600,000 to the West Indies during the past five years. The plan suggested was "the policy of 40 years ago which had been abandoned

after long trial." Moreover, it would increase the cost of sugar to the home consumer and it would be a dangerous beginning to a system in which preferences would be asked by the Colonies for corn and flour, timber and wool and meat. "If granted, and the same favours refused to foreign countries, the result would probably be an abrogation of the most favoured nation clause in many existing treaties. "With every desire to assist West Indian trade he declined to take a path which would lead to as bad a fiscal mistake as this country could make."

Sir Howard Vincent followed and declared that the free trade policy was going to be reversed in the near future; that trades-unions and large bodies of workingmen were objecting to the unfair advantages now enjoyed in the British market by foreigners; that foreign countries only showed their appreciation of the free market in Great Britain by yearly increased duties upon British goods. Sir William Harcourt expressed his pity for the poor workingmen, who under such a proposal as this would have to pay not only the interest on $750,000,000 of debt and the new taxes on tea and sugar, but also additional taxes for the benefit of the Colonies. The whole of the foreign trade of Great Britain would be endangered by a system of Preferential duties. Mr. Edward Blake thought the plan quixotic, if not absurd, and the disadvantages greater than any possible benefits. Mr. Henniker Heaton was much surprised at this last expression of opinion. He hoped the amendment would carry and thus show appreciation of Colonial sacrifices in the war. Mr. James Bryce was glad this bubble had been so well pricked by the Chancellor of the Exchequer. The policy was only possible by the establishment of one authority for the Empire imposing duties for the whole Empire. As now proposed it meant a shifting tariff, an endless series of bargains and an unworkable fiscal system. Mr. J. C. Mason thought that England had been great before free trade and would be great after it had disappeared. Mr. W. H. Holland deprecated the proposal to help Canada by giving a preference to the West Indies. The House then divided, 366 votes being recorded against the amendment and 16 for it.

Writing to the Toronto *Globe* under date of July 20th, Colonel Sir Howard Vincent declared that this division did not represent the actual feeling of the House or the public upon the broad question of a general preference to the Colonies. He was hopeful of the future, and grateful to Canada for what she had done in the past. He referred with gratification to the visit then being paid the United Kingdom by Mr. Alex. McNeil, EX-M.P., the enthusiastic Canadian advocate of Preferential duties. Amongst other addresses which the latter gave about this time, was one to the Belfast Chamber of Commerce, which attracted considerable local attention. At the annual meeting of the British Empire League, held at Manchester, on July 31st, references were made in the Report of the Council to this subject, and phrases used which were subsequently criticised by Mr. McNeil as throwing cold water on the advocates of Preferential trade. "It must not be overlooked," said the Report, "that this country is

in fact invited to seek to promote one-fourth of its external trade at the expense (as many apprehend) of serious disturbance and diminution of the remaining three-fourths, and in return for no considerable advantage in the Colonial markets."

On November 26th the National Union of Conservative Associations of England and Wales met at Wolverhampton, with Sir Alfred Hickman, M.P., in the chair, and a Resolution in favour of an equivalent countervailing duty being imposed on merchandise imported from abroad, on which bounties were allowed, was carried by 57 votes to 25. During the year the *Imperial Argus* was started in London in order to advocate closer Empire relations, and considerable space was given in one of its numbers to the opinions of prominent English manufacturers upon this subject—nearly all of whom appeared to be in favour of some form of protection. The London *Daily Express* also declared itself during the year as strongly in favour of an Imperial Preferential policy. Mr. Robert Meighen, of Montreal, President of the Lake of the Woods Milling Company, returned in August from a visit to England, and told the Montreal *Gazette* of August 26th that: "I firmly believe the time is not far distant when the people of Great Britain and Ireland, realizing that a moderately protective duty is absolutely necessary, will make their will felt upon Parliament and parties; and that the British Government, bowing to the inevitable, will adopt once more the principle of Protection."

Mr. H. S. Foster, ex-M.P., of North Suffolk, England, told the same paper on September 19th that public opinion was changing in Great Britain. Protection was needed, and free trade was not now considered a divine institution. "The United States products should not be admitted to the English market on the same terms as those of Canada." At the annual meeting of the Canadian Manufacturers' Association in Montreal, on November 6th, it was unanimously decided: "That this Association place itself on record as being heartily in favour of reciprocal Preferential trade between Canada and every part of the British Empire, with which arrangements can be effected to their mutual benefit, and by means of which each would receive substantial advantages as a result of its national relationship."

At the banquet given by the Association in the evening, Sir Wilfrid Laurier stated his belief "that the mutuality of trade, the free exchange of commodities between the 400,000,000 subjects of the world-wide Empire of our Sovereign, would be not merely of benefit to each part of the Empire, but to the whole fabric. The British Empire had been built more by colonization and trade than by conquest, and the establishment of a policy of Imperial trade would result in the greatest development the world had ever seen." On the day following this, Mr. T. W. Evans, Vice-President of the Board of Trade in Montreal, made a rather pessimistic comment upon these views by telling the Montreal *Star* that his recent visit to England had convinced him that the English people were hopelessly wedded to their free trade doctrines. In the Toronto *Globe* of December

25th, Mr. John A. Cooper, Editor of the *Canadian Magazine*, had a review of the position from the same negative standpoint, and with the conclusion that "another ten years of commercial and industrial expansion in Canada and Australia may eliminate the question from even theoretical politics."

Parliament and Preferential Trade

During the Budget debate in the Canadian House of Commons, March 14th-28th, this subject came in for consideration—especially in connection with the Preferential clause in the tariff. The Minister of Finance, speaking on March 14th, took the ground that while the Government did not deny some advantage from a British preference they believed it to be a question for the British authorities and not for us. He did not think it could be obtained at present or that there was likely to be any immediate change of thought in the Imperial Government upon the question. "Yet I would not speak of the future. We live in times of great movements and great changes. I will not say that at no future time in the history of the Empire, and the early future possibly, shall this preference be given. Again and again I have stated in this House that that is a question which we must be content to leave to the future."

Mr. Clancy, on behalf of the Opposition, denounced this policy of waiting on events. Had the Conservative party remained in power "it would have entered upon a preference, if a preference at all was entered upon, that would have had two sides, and would have commended itself to both countries." He wanted to know if we were ever to get such a preference by declaring that it would be madness for England to give it, and impudence for Canada to ask it. His party would continue to press upon Great Britain the advantages flowing from such a policy in the way of closer union and the probability that a reasonable British tax upon foreign products would not raise the price of the home consumer. "We must help to educate the people of England."

Sir Richard Cartwright, in defending the Preferential tariff, as now existing, made the point that if the Preference to England was so trivial and useless as the Opposition claimed, it was rather an audacious request on their part, and would also be on the part of the Government, to ask that the English people should abandon their old and well settled policy for so trifling a consideration. Mr. R. L. Borden, in turn, asked why it was that the sentiment which Liberal speakers declared to have been so strongly aroused in Great Britain by their one-sided Preference, as to have effected an immediate and permanent increase in British consumption of Canadian products, should cease just at that point and not contribute toward the giving of a preference to Canada! He quoted from various sources—Liverpool *Journal of Commerce*, the *Saturday Review*, the Imperial Trade Defence and Anti-Free Imports League, the United Planters' Association of India, the correspondent of the N. Y. *Tribune*, to prove that there was a rapidly forming public opinion in favour of a Preferential trade policy within the Empire. In conclusion he moved

the following clause to a general Resolution embracing the tariff policy of the Conservative party in Canada:—

> That, in the opinion of this House, the adoption of a policy of mutual trade preference within the Empire would prove of great benefit to the Mother Country and to the Colonies, and would greatly promote the prosperity, unity and progress of the Empire as a whole, and that at the present time, when the Commonwealth of Australia is laying the foundation of its fiscal system, it is particularly opportune for taking prompt and energetic steps towards the furtherance of this object.

In his reply to the Leader of the Opposition, Sir Wilfrid Laurier took high ground against this contention. He admitted the great advantage to Canada of a preference in the British market. "But we cannot have it so long as we have a protection tariff, or a customs tariff in Canada." It was impossible to even hope that England would change its whole fiscal system and impose duties on food and raw material while Canada and other Colonies maintained protective duties upon British goods. "But the moment we are ready—it may take a long time but I hope that some day it shall come—to discard our tariff, the moment we come to the doctrine of free trade, then it is possible to have a commercial mutual preference based upon free trade in the Empire."

Mr. Clarke Wallace took the opposite view of the subject. "The people of Great Britain can give a preference in the markets of Great Britain to the productions of the various portions of the Empire, to agricultural products, and still retain the policy that is existent there to-day." This could be done by imposing a duty of, say, $4 per bullock and 5 cents per bushel of wheat, which would net a sum of $12,726,000. The tax of $19,581,000 on tea—which was not a luxury but a necessity—might then be reduced by the amount of the new taxes on cattle and wheat. Such a policy would give all the Colonies a marked advantage over foreign nations, would greatly help Canada in its competition with the United States, and would make the country so well known in England as to largely increase its population. It would not raise the price of bread, even if the consumers paid the duty, as 23 cents on a barrel of flour would be only one-sixth of a cent per pound of bread. And it would not be many years before the whole food-supply of Great Britain would come from within the British Empire.

Mr. A. E. Kemp, of Toronto, spoke at length upon the subject. He quoted Lord Selborne, Under-Secretary for the Colonies, as saying that "I believe free trade not to be a religion but a policy," and the Rt. Hon. C. T. Ritchie as stating that "the days of the strict Manchester free trade school are passing away." His argument was of a general character and included quotations from the *Saturday Review* and the *Financial News* of London. Mr. C. B. Heyd quoted from Mr. C. T. Ritchie, Mr. M. G. Mulhall, Mr. Chamberlain and Lord Rosebery to prove Sir Wilfrid Laurier's contentions that Imperial free trade must precede the commercial union of the Empire. But even if this latter policy were possible, he was opposed to it as tending to

hamper and confine Canadian freedom and development. "Let us, if we choose, give to Great Britain a preference and let us take it away if we find it to our interest. Let us make trade arrangements with Germany, if necessary, that will advance the interests of our own people; let us make trade arrangements with the United States, if necessary, that will add to the comforts and happiness of our own people; but do not let us tie our hands with entangling alliances, even with Great Britain and those other Britains beyond the sea."

Mr. W. F. Maclean declared that the new doctrine to-day in Canada was that the National Policy can be "extended and expanded into an Imperial policy for Great Britain and her Colonies as against the world." This could be done by compromising between the extremes of free trade and protection. The policy of the future would be neither of these but "fair trade" under a British Empire tariff. The Hon. J. G. Haggart took the ground that Mr. Chamberlain in his famous 1896 speech did not preclude revenue duties from consideration in connection with an Empire trade policy. He denounced the Prime Minister for announcing a Canadian Preference when he reached England in 1897 without waiting to see if a *quid pro quo* could be obtained. He asked if since that time the Canadian Government had ever even approached the Imperial authorities in order to obtain some return for the Preference, or if they had even suggested to the Australian Governments that a tariff preference under the new Commonwealth would be desirable. He described Mr. Chamberlain's zollverein of tariffs as a goal toward which the Conservative party of Canada was working.

The whole question of a preference in England turned upon the efforts made to move public opinion in that country, declared Mr. F. D. Monk, and he inquired as to what educational work, even in the smallest degree, had been done by the Canadian Government. A British five per cent. duty would mean, said Dr. Sproule, a preference to the Canadian over his American rival of $599,774 on wheat; $640,151 on pork; $992,816 on cheese; $256,107 on butter. It would stimulate Canadian production immensely, and soon enable the Empire to feed itself without the aid of foreign countries. Mr. Henri Bourassa took a new view of the whole matter. He thought that the getting of an Imperial preference for Canada was not a very remote possibility, and he "would not be surprised if it came." He went on to say that the taxation thus imposed upon themselves by the British people would be more than compensated by the sacrifices of Colonial money and men to keep up the Imperial army and navy. One would naturally follow or grow out of the other. "But as far as I am concerned, I shall vote against the Resolution of the Leader of the Opposition; not because I think we cannot get this preference, or because it may not come for a long time, but because I do not want it. And I do not want it for the reason that it would cost us a great deal of our liberty, and commit us to Imperial Federation." Other references to the subject were made by various speakers, and the

Preferential trade clause in Mr. Borden's motion met the same fate as the main motion—defeat by 118 to 64.

Tariff and Trade Relations with Australia

During 1901 the new tariff of the Commonwealth of Australia was framed, and the relations of that country with Canada naturally placed upon a somewhat new basis. For the time being, however, the Preferential clause in the Canadian tariff, to which the Colony of New South Wales had been admitted, was continued in its application to that State—as it had now become. Canadian exports to Australasia —Australia and New Zealand—have increased considerably in recent years. They were valued at $146,363 in 1881; $589,100 in 1891; and $517,258 in 1896. Then the expansion began—$1,422,426 in 1897; $1,649,320 in 1898; $1,527,810 in 1899; $1,653,173 in 1900; $2,311,405 in 1901. Only New South Wales had come under the influence of the Preferential tariff during these years. The chief exports were flour, which varied from $402,776 in 1897 to $209,947 in 1901; carriages, etc., which rose from $226,322 to $312,067 during the same years; cotton goods, which increased from $77,389 to $234,734; salmon, which grew from $77,332 to $184,233; metals and minerals, and manufactures of, which increased from $326,667 to $519,467; lumber and wood manufactures, which rose from $202,192 to $462,375. The imports of Canada from Australia were $147,900 in 1897; $660,411 in 1900; and $164,416 in 1901.

The nature of the coming Australian tariff, and the possibility of obtaining a Preferential clause in it for Canadian products, was referred to several times during the Session of Parliament at Ottawa. Mr. R. L. Borden included a reference to it in his Budget amendment, and on March 19th, Mr. Benjamin Russell, a Liberal, joined the Opposition Leader in expressing the hope that there would be a reciprocal arrangement with Australia. "I hope that we will be able to obtain it, and that by virtue of the arrangement which may be made by this Government with the Australian Commonwealth, a growing and profitable business may be built up."

Referring in the Senate, on February 11th, to the establishment of the new Commonwealth, Mr. J. V. Ellis spoke of its great future, and of its total trade in 1897 as having been $560,000,000. Its practical democracy and enterprise were praised. Senator Melvin Jones referred to the difficulties which inter-Colonial tariffs and varied-gauge railways had put in its way, and hoped that the coming abolition of these impediments to progress would indirectly benefit Canada through a closer and greater interchange of trade. He trusted that the new tariff of the Commonwealth would be an imperial one. "I hope they will give the preference to Great Britain that Canada has seen fit to concede. I hope also that that preference will extend to Canada, and I am glad that we have already on our statute-books a law enabling the Canadian Government to extend to Australia the same preferential advantages that we now offer to Great Britain and some of the other British Colonies." Sir Mackenzie Bowell followed with a sketch of his own experiences in Australia

some years ago. The present Prime Minister of that country, Mr. Barton, was, he declared, in favour of Preferential trade, and he himself hoped that everything possible would be done to obtain it. Meanwhile, on January 29th, the President of the Toronto Board of Trade, Mr. A. E. Kemp, M.P., had taken strong ground upon this subject in his annual address. Canada, he declared, should be well represented at the Commonwealth ceremonies of the following May, and the Dominion should keep on the very best terms with Australia.

"I deem it of the utmost importance," the speaker said, "that before the tariff comes into effect, our Government should take active steps to secure a substantial preference for our products in the Australian market, in return for a preference in our market. I can see that it would be a much easier matter to make such an arrangement before their new tariff comes into effect than after it has been working, and I see no reason why, if reasonable advances are made to the Commonwealth Government, that we should not succeed in making a mutually advantageous arrangement."

On March 12th Mr. George H. Hees, of Toronto, addressed the Canadian Manufacturers' Association, and, in view of the impending construction of the Australian tariff, asked that the Dominion Government be urged to at once send to Australia a diplomatic representative, who could help in obtaining a Preferential tariff for Canadian goods. The present was the golden opportunity. "Many of our manufacturers who are competing with foreign countries, and especially the United States, for the Australian trade, are handicapped by our inland freight rates, and if we could secure Preferential tariff privileges with that country we would have advantages that would place us on a footing that would enable us to secure a large and valuable increase in business that is now denied to us." No time should be lost, and Government failure to act would be most regrettable. The expense would be slight, and the influence of the Government could be exerted in no other direction so beneficially to the interests of the Canadian manufacturers. The suggestion was unanimously endorsed, and it was decided to press the matter upon the attention of Parliament. Shortly after this, the Hon. Mr. Mulock left for Australia, on a mission which was supposed to combine diplomacy and trade within its scope.

The Commonwealth tariff was framed, however, without any specific reference to Canada or to a Preferential duty. It was Protectionist in character, higher than that of Canada, not as high as that of the United States. The average of the *ad valorem* duties was 18·7 per cent., the maximum being 25 per cent. Some of the composite and fixed duties reached a very high figure, and a few reached the limit of 100 per cent. The average, however, outside of the *ad valorem* rate, was about 30 per cent. The following table indicates the export trade done by Canada with the Australian Colonies immediately prior to the inauguration of Confederation and the new tariff.

Article.	1898.	1899.	1900.
Breadstuffs	$124,230	$88,167	$112,312
Carriages and bicycles	264,100	210,330	184,861
Cottons	76,122	88,523	113,109

Article.	1898.	1899.	1900.
Fish and Fish products	179,400	63,547	203,444
Agricultural implements	609.052	596,674	469,763
Machinery	7,280	26,097	39,971
Musical instruments	26,595	50,367	50,130
Deals	33,994	52,359	13,880
Laths, palings, pickets	153,024	169,592	127,582
Furniture	23,569	23,095	44,098

It was natural to expect that the establishment of a Preferential tariff by the Commonwealth would have promoted trade. The Colony of New South Wales had shared in the Canadian Preference since 1897 and its exports to Canada had increased from $94,090 in that year to $544,000 in 1899. At the same time, however, the trade of these Colonies with the United States was also increasing, and Mr. J. S. Larke, Canadian Commercial Agent in Australia, reported on January 29, 1901, as follows: "When the detailed returns of the Customs Department are published they will show a steady growth of imports from the United States both in amount and variety of goods. The change that is steadily taking place in the trade done by the United States is evinced by not only the greatly increased number of travellers from that country but also by the larger number of Australians who are visiting it in pursuit of business. Until recently Canada has been neglected or but hastily touched; too hastily to make business arrangements."

The total trade of Australasia—including New Zealand—with Canada was $1,570,326 in 1897; $1,803,032 in 1898; $2,091,171 in 1899; and $2,313,584 in 1900. In 1901 the trade had risen to $2,475,821. In the communication from Mr. Larke mentioned above, strong references were made to the failure of Canadian manufacturers to meet existing conditions in filling Australian orders; failure to fill orders within specified dates; failure to answer letters or send invoices and bills of lading; failure to pack goods properly. Writing again on September 11th he renewed his protest in this connection. "It is not pleasant to so frequently recur to the errors of Canadian exporters, but as they are all hindrances to the extension of our trade and can be corrected only by pointing them out as they occur, it is necessary to do so. I have reason to believe that only a portion of these mistakes come to my notice but these are numerous and often serious enough to induce more careful attention than they get, I fear, from Canadian firms." Incorrect postage, unnecessary delays in correspondence, imperfect shipment of goods, were the chief causes of complaint. Some effort was made in Canada to correct these conditions, by publishing Mr. Larke's reports. The Canadian Manufactures' Association did service in drawing frequent attention to the subject and in March the *Monetary Times*, of Toronto, issued two special numbers dealing with Australian trade and interests, and incidentally pressing home the warnings given in this connection.

In its issue of March 29th, this paper contained an interview with Mr. William McLean, of Melbourne, who had been paying Toronto a visit. He referred to the enormous trade of Australia—over $140

per head as compared with $63 in Canada and $30 in the United States. In climate and resources, Australia and Canada were, he thought, the natural complements of one another. Canadian lumber was now finding a good market in Australia and a considerable business might be developed in furniture, vehicles, hardware, implements, and boots and shoes. All-the-year-ports and good shipping lines were the chief Canadian requirements. "At present too many Canadian goods are sent by way of New York and other American ports, where they are loaded on American steamers and have to pay American freight charges." In this latter connection Mr. Larke, under date of June 19th, referred to the serious nature of the delays caused by shipment *via* New York and by the often recognized claim of New York agents for a commission on Canadian goods which had been sold by Australian agents. He gave several instances of apparently intentional slowness at New York in forwarding Canadian shipments. "It is suggested that this delay was intentional to prevent further orders being send to Canada. I have no evidence that such was the case but it is clearly necessary that the Canadian shipper must watch over the trans-shipment at New York as closely as he does the delivery at his own railway."

There were some interesting Australasian visitors in Canada during the year. Mr. McLean has been already mentioned. On September 3rd, Mr. J. Owen Cox, of Sydney, was interviewed by the Toronto *News*. He stated that Australia wanted to trade more with Canada and declared it to be astonishing that so many Canadian-made goods should be sent by way of New York and be allowed to be marked as "American." Very little was known of the Dominion in Australia or New Zealand. "Some of the most prominent men of the country expressed themselves as ignorant of the fact that Canada had a trade representative there. It was different with the United States and some other countries that were looking for trade. Their representatives were at every public function of importance and spoke on behalf of their countries." There was a large importation of paper from the United States which might come from Canada. There was no limit to the demand for steel, which he understood was now made in Cape Breton. Railway materials would be much needed by New Zealand in a short time and this trade might be obtained by Canada if her people were alert and active.

Mr. James Mills, of Dunedin, New Zealand, was interviewed by the Winnipeg *Telegram*, of November 9th, and seemed hopeful as to a future preference arrangement. "I look forward to the granting of many trade concessions between the two countries. The fact that the Australian Commonwealth has put a high tariff on several Canadian products should not be regarded as unfriendly and I am sure that they will be removed by reciprocal concessions on the part of the Dominion Government." Mr. R. H. Smith, M.L.A., of Queensland, who had been in Montreal during the preceding April, declared to the Montreal *Star*, with many expressions of a hope for closer relations, that "Australia looks on Canada as a big brother."

During the month of October the fragmentary Canadian discussions of a possible Preferential duty culminated in a cable in the London *Times* from Ottawa, on October 29th, that the two Colonial Governments were likely to soon discuss a possible arrangement. Mr. Edmund Barton, the Premier of the Commonwealth, was interviewed upon the item reaching Australia and he declared that overtures would have to come from some authoritative and official source before the subject could be fairly considered and that information must also be obtained as to the goods which it would be desirable to bring in under a Preferential tariff. "The more important consideration still was the effect such a preference would have on the relations of Australia with other countries. The recent experience of Canada with Germany was not, to say the least, very encouraging." Mr. Barton added, according to the Sydney *Herald*, that a proposal had been made for the holding of a Conference of Colonial representatives during the Coronation period; but his experience was not favourable to such occasions for the holding of gatherings of this kind. On December 11th the Dominion Government made public the following despatch sent by Sir Wilfrid Laurier to the Premiers of Australia and New Zealand, on December 7th, and which had been favourably acknowledged by Messrs. Barton and Seddon:—

The Canadian Government proposes a Conference with representatives of the Australian and New Zealand Governments in London next June, or other convenient time, for consideration of trade, postal, cable, transportation and other Colonial matters. They trust your Government will co-operate.

So far as the Canadian press discussed this policy of closer trade relations it was in the main favourable, The St. John *Sun*, of October 23rd, asked why the two countries should not take counsel together and agree on a mutual preference. "At present Australia buys much more breadstuffs from foreign countries than from Canada. Our exports of flour to that great continent have been less than a quarter as much as our exports to the small population of Newfoundland. Our chief exports to Australia are agricultural implements, bicycles, cottons, canned salmon, lumber and flour—and flour is the least of these."

The Toronto *Mail and Empire* of December 12th, dwelt upon the desirability of some form of Preferential arrangement. The mutual trading interests of the two countries were very great, though the United States had stepped in and, so far, had largely cut out the Dominion. But this might be remedied. "As their productions are in many respects unlike in kind, and as each presents a demand for certain staples such as the other produces, the basis for reciprocal agreement ought not to be hard to find." The Toronto *Globe* of the following day referred to the proposed Conference and, while in favour of some arrangement, was not optimistic in view of the strong Protectionist feeling in Australia. "Possibly when the delegates get together they may be able to make some re-adjustment of duties that will not frighten the protected interests; but it will be well not to be too sanguine." Meanwhile the Canadian Manufacturers'

Association had been expressing themselves upon the subject at their annual meeting in Montreal. On November 6th, the following Resolution, moved by Mr. W. K. McNaught, of Toronto, and seconded by Mr. W. K. George, of the same city, was unanimously carried :—

Whereas the union of the Australian Colonies into a great Federal Commonwealth has brought that country under a common tariff; and whereas this Confederation will necessitate the adjustment of the tariff relations which have hitherto existed between this country and the various Colonies of Australia; and whereas the peculiar conditions which at present prevail throughout the Empire generally render the time particularly opportune for the negotiation of Preferential trade relations among the great British self-governing Colonies: Therefore be it Resolved, that in the opinion of this Association the Government of Canada should at once take steps to secure reciprocal Preferential trade between this country and the Australian Commonwealth.

Trade Questions and Canadian Visitors to Australia

The appointment of the Hon. Wm. Mulock, K.C., M.P., Postmaster-General and Minister of Labour, as Canadian representative in Australia, upon the occasion of inaugurating the new Commonwealth Parliament, was announced early in the year. The original invitation had been addressed to Sir Wilfrid Laurier, but the statement was made on March 3rd that pressure of public business would render his absence impossible. The following despatch was then sent by Sir Wilfrid to the Premier of Australia: "I regret that Parliamentary duties will not permit me to attend the opening of the Parliament of the Commonwealth, but Canada will be represented by Mr. William Mulock, Postmaster-General, who will convey to federated Australia the warm wishes of their brothers for their prosperity and happiness."

It was stated semi-officially by the Toronto *Globe* that Mr. Mulock would discuss trade matters and the Pacific Cable scheme with the Federal Executive while in Australia. There was very general approval of the appointment in Canada. Conservative papers such as the Toronto *Mail and Empire* and the Montreal *Star* declared that, after the Premier, he was the best representative that Canada could have from amongst the Liberal ranks. As the Minister in charge of such matters of Imperial concern as the Pacific Cable and the Postal rates, and as a public man who had always been a pronounced Imperialist, he seemed eminently fitted for the post. On March 16th Mr. Mulock sailed from New York for England and thence proceeded to Australia where he expected to arrive in plenty of time for the Royal opening of Parliament (on May 6th) and the accompanying functions.

The allowance granted by the Dominion Government for expenses for this purpose was $10,000 and, in reply to a question regarding the matter—asked by Mr. Maclean in the House of Commons on May 7th—the Prime Minister stated that Mr. Mulock had gone by invitation, with the primary object of representing Canada. "He has no special instructions but, of course, he is expected to have an eye to business and to see what can be done to develop our trade relations with that country." On May 10th Sir Wilfrid Laurier told Lt.-Col.

S. Hughes, in answer to a question, that no word had yet been received from Mr. Mulock, nor had any official congratulations been wired to the Commonwealth Government. No notification, formal or otherwise, had been received as to the day upon which the Australian Parliament was to be opened. It afterwards became known that the Commissioner had been ill during the greater part of his time in Australia, but that he, had none the less, managed to fulfil some of his social and business duties.

On May 16th a deputation from the General Council of the Chambers of Commerce of Australia waited upon Mr. Mulock, according to the Melbourne *Argus*, at the private hospital where he was confined, and discussed the matter of cables with him. The Canadian Postmaster-General gave the interesting information that his Government was considering the laying of a cable to Great Britain and the practicability of securing control of the land lines of the Dominion—facts not then announced in Canada itself. In Sydney, on May 29th, Mr. Mulock was interviewed by the *Morning Herald*. In reply to an inquiry as to the effect of the Preferential tariff in Canada, he declared that it had been instrumental in developing trade between the Dominion and Great Britain. "It has awakened great interest in England towards Canada and Canadian industries, leading to increased sales there of Canadian products, and has directed the attention of intending emigrants to Canada. It has also diverted to Canada a large amount of British capital for the development of our great natural resources. The British Preference was the breath of life imparted to a waning trade." He made only slight reference to trade possibilities between the Dominion and the Commonwealth, and added that he was going to sail for England on June 6th.

The Postmaster-General arrived in Toronto on his return from the Antipodes on August 18th and was welcomed by many friends. An interview in the *Globe*, of the next day, recorded his impressions of the loyal, elaborate and lavish reception given to the Duke and Duchess of Cornwall and York throughout Australia, and his opinion of the people in their relations toward the Empire. Everywhere throughout the Commonwealth he had found much kindliness of feeling towards Canada and Canadians and every reason for belief that a great commerce might be developed between the two countries. "I met everywhere throughout Australia representatives of Canadian manufacturers and business houses and they all expressed their grateful appreciation of their treatment by the Australians." Regular transportation was, he thought, the chief difficulty in the way of extending trade. The Americans had improved their steam facilities in this connection and the result was a steadily growing commerce. He was greatly pleased with his experience of the people and had found them to be strong Imperialists, intensely loyal and "most anxious to be in close touch with the rest of the Empire both in sentiment and trade."

Arising out of this visit to Australia was a reception and formal

public welcome given to the Hon. Mr. Mulock in Toronto, on December 18th, following his return. There was a crowded gathering in Massey Hall with Mr. R. C. Steele in the chair. An address was presented from the Liberals of Toronto by H. M. Mowat, K.C., President of the Toronto Reform Association, which commenced by declaring that the Government of Canada was "happily inspired" in choosing to represent the Dominion, at the Royal opening of the first Parliament of federated Australia, the Minister who had created that subtle and powerful link in Empire unity—the Imperial Penny Postage system. Sir Wilfrid Laurier, the Hon. Mr. Fielding and the Hon. G. W. Ross followed in eloquent speeches. During his own elaborate utterance upon Canadian development and Empire interests, as touched by the policy of his party, Mr. Mulock made some general reference to his Australian visit, and declared that not even an attack of rheumatism had been allowed to enterfere with the objects of his mission. The Premier, however, was more specific in his remarks and stated that the Postmaster-General had attended the opening ceremonies in spite of illness, had met many of the people, tested the feelings of the Government as to better trade relations and laid the foundation for another and later Conference in London.

Meanwhile, two other prominent Canadians had visited Australia, though in no official capacity. The object of the tour of the Commonwealth made by Dr. Oronhyatekha, Supreme Chief Ranger of the Independent Order of Foresters and the Hon. Dr. W. H. Montague was essentially a business one. But the general importance of their speeches—especially those of Dr. Montague—in promoting a knowledge of Canadian interests, conditions and opinions was so marked as to warrant consideration here. Dr. Montague arrived at Sydney towards the end of April. The *Telegraph* of that city interviewed him on April 29th and was told, first of all, that nobody in Canada thought of annexation to the United States. "We set out to perpetuate British institutions on the North American continent, and Canada will spend her last dollar and her last man in that work."

He went on to express the hope that the day was not far distant when Canada and Australia would agree upon mutually beneficial trade relations. "The hope of the Empire for the future is for the Motherland to encourage Canadians and Australians to build up Great British commonwealths by preferring the products of their soils to all others. Each with the other; all with the Motherland." He told them something of the way Canada had met the problems developing out of its earlier federation. In various speeches during succeeding months Dr. Montague dealt with the closer relations which might be created between the Dominion and the Commonwealth and with the settlement of various Canadian problems which might prove of service if studied by his hearers or readers.

At MacKay, Queensland, he suggested to the Chamber of Commerce that there might be scholarships given at the Universities in their respective countries for knowledge and study of the resources and interests of Australia, or Canada, as the case might be. He

expressed great hope for a trade in the tropical productions of a State such as Queensland, with the Canadian Provinces, and dwelt especially upon sugar and coffee. He did not hesitate to express approval of the self reliance developed by individual initiative and responsibility in railway building over the State-controlled paternalism of the Australian system. Of this speech the MacKay *Chronicle*, of August 5th, declared that if Mr. Montague "impressed his hearers at the other centres where he gave addresses to the same extent as in MacKay the result of his tour through Australia will be far-reaching and noteworthy." At Maryborough, in the same State, he strongly urged closer trade relations. Canada's woollen industry was large and the wool should come from Australia. So with its leather industry and the hides which now came from South America. Tallow and raw sugar should be imported from the Commonwealth. In fruit, especially in oranges and apples, there was room for a large trade. He did not say much about imports from Canada but referred to the sacrifice made by the Dominion in its support of the Pacific Cable, which was, he thought, infinitely more important to Australia than to Canada.

Later in the year Dr. Oronhyatekha met many of the public men of Australia and addressed many social gatherings in addition to his varied business engagements. He landed at Townville, was welcomed at Brisbane, and at Sydney was accorded a public reception with Mr. J. S. Larke in the chair and the Rt. Hon. George H. Reid, M.P., amongst those participating in the welcome. He visited Parramatta and was received at Melbourne in a public function attended by 3,000 people. At a subsequent banquet given in his honour the guests included the leading public men of the State, amongst them being Sir Samuel Gillott, the Mayor; the Hon. Mr. Peacock, the Premier; and many others. At various other points he was welcomed and everywhere speeches were made which helped to bring the Dominion more clearly before the eyes of the Australian people.

Dr. Montague and Dr. Oronhyatekha returned home together, and at Winnipeg the former was interviewed by the *Telegram* on December 30th. He was optimistic as to future relations between the two countries. "There is an unlimited opportunity in Australia for Canadian products. True, the tariff at present is high and in some cases prohibitive, but all that is necessary to establish reciprocal trade relations is representations from the proper authorities which up to the present time have not been made." He instanced Canadian flour as an article which Australians had to have. Their chief exports to Canada would be hides, tallow, wool, raw sugar and certain classes of timber for paving and furniture making. He thought the free trade party in Australia was growing in strength and urged that delegates from the Government and from the leading Canadian Boards of Trade should be sent to study the question of closer trade possibilities on the spot. Upon their return to Toronto in the following month a banquet was given Dr. Montague by the Foresters with their Supreme Chief Ranger as chairman.

Trade Relations with Newfoundland

This subject came up for some discussion in 1901 as a result of the revival of rumours concerning the possible renewal of the Bond-Blaine Treaty in fresh negotiations with the United States. The total import trade of this Island—including the strip of coast on the continent, called Labrador—in the fiscal year 1899-1900 was $7,497,147. This included $224,353 from Great Britain; $2,805,490 from Canada; and $1,933,505 from the United States. The total exports were $8,627,576, including $1,942,093 to Great Britain; $520,137 to Canada; $2,068,586 to Brazil; $1,009,027 to Portugal; and $1,005,525 to the United States, The chief imports were flour, coal, cottons and woollens, leather, molasses and salt pork The chief exports were cod and its products, copper, herring and lobsters. The trade of Newfoundland with Canada was $2,145,704 in 1897, and $2,886,109 in 1901. The exports to Canada in the latter year were $625,610, of which the chief items were, fish and fish products, $539,053, and metals and minerals, $166,116. Almost the whole of these came into the Dominion as free goods. The imports from Canada were $2,260,499, and of these the chief items were animals, $108,524; breadstuffs, $992,779; coal, $242,517; leather and manufactures of, $134,371; metals and minerals and manufactures of, $154,341; provisions, $120,160; wood and manufactures of, $67,103.

Early in 1901, Mr. Robert Bond, Premier of Newfoundland—who had arranged with Mr. J. G. Blaine in 1890 the vetoed and somewhat famous treaty which goes under their joint names—proceeded on a visit to England and, briefly, to Canada. He told the Montreal *Gazette* of January 31st that he "still adhered to the principles of the Treaty in question, and he believed that the people of Newfoundland were looking for a move in the direction of its revival." Later on, Mr. E. P. Morris, K.C., Colonial Secretary of the Island, told the St. John's *Telegram*, of April 29th, that on his recent return from England he had seen several prominent business men, in both the United States and Canada, upon this subject, and "the general opinion prevailed that it was unfair to Newfoundland that her right to make the Treaty should be any longer interfered with." He believed that Mr. Chamberlain would bring the matter to an issue, and that Canada would be called upon to change her attitude. "The ratification by the Imperial Government would immediately follow, as the policy of England now is to aid her Colonies in effecting reciprocal trade measures."

The Canadian papers had been almost a unit in approving the original veto of the Treaty on either the ground of its initiating tariff discriminations within the Empire in favour of a foreign country, or because it directly injured Canadian fishermen. They appeared now to be somewhat indifferent, the reason being, no doubt, a feeling that the question was practically settled. The Montreal *Gazette*, on May 2nd, however, pointed out that under the abortive arrangement not only were American fishermen to be admitted to Newfoundland waters upon the same conditions as Newfoundland

fishermen, and the products of Island Fisheries admitted free to the United States, while Canadian fish were excluded, but duties on American merchandise were to be lowered, and agricultural machinery and implements, as well as printing instruments and types, were to be admitted free from the Republic. This was the preference originally objected to, and this the *Gazette* now urged should be removed in any future arrangement by putting Canada in the same position as the United States.

The question was brought up in the House of Commons on May 21st following, by the Hon. Mr. Haggart, in connection with a report that Mr. Bond, the Island Premier, had recently made an arrangement with the Canadian Government by which he was to be allowed to negotiate a new commercial treaty with the United States, without interference from the Dominion or reference to its interests. He pointed out that in the correspondence which had passed between the Imperial authorities and the late Canadian Government regarding the Bond-Blaine Treaty of 1890, it was stated that "no Colony would be allowed to enter into a commercial treaty with a Foreign country which would be in any way detrimental to any other Colony, and that on receipt of any complaint in that regard the Imperial Government would immediately disallow such a treaty."

The Prime Minister replied that there was no truth whatever in the report that the Canadian Government had withdrawn its objection to the Bond-Blaine Treaty of ten years before. Since then the Joint High Commission had been appointed and was not yet dissolved. As Newfoundland was a party to that Commission and its negotiations, it was only fair that no separate action should be taken until its proceedings were officially terminated. After that the matter would be open for further consideration. Upon this point Sir Wilfrid let fall an important remark three days later, in a debate upon another subject. "If we fail to reach any conclusion; if we fail to settle the questions which are referred to the Commission, or some of them, at all events, then we shall have to revise our relations with our sister Colony of Newfoundland."

On the following day, Mr. C. E. Kaulbach contributed to this subject a concise sketch of existing relations between the Dominion and the Island, especially with reference to the notorious arrangement known as the Bond-Blaine Treaty. This proposed treaty was divided into two sections, the one dealing with fish and fisheries, and the other with merchandise and farm products. Under the first division, United States vessels were to be given the same privileges in the waters of Newfoundland in the purchase of herring, caplin, squid and other bait fishes, at all times and on the same terms, as Newfoundland vessels. In return, the United States were to give free admission to dry codfish, cod-oil, sealskins, herrings, salmon trout, cod-roes, etc., from the Island. Canadian vessels, fish, etc., were to be entirely exempt from these conditions on either side.

As to the second section, provision was made that Newfoundland duties on United States merchandise should not exceed 25 cents on a

barrel of flour, 1½ cents on a pound of pork, 2½ cents on a pound of bacons, hams, etc., 30 cents a barrel on Indian meal and peas, 20 cents on a ton on salt, 6 cents on a gallon of coal-oil. Agricultural implements and machinery, imported by Societies, were to be free from the United States, together with crushing mills for mining purposes, raw cotton, corn for brooms, gas engines, ploughs and harrows, reaping, raking and other machines, printing presses and types. In all these articles or products Canada was a competitor with the United States, and from all the privileges of this arrangement she was to be excluded.

He could not understand why the Island Government should have taken this hostile attitude, or why its renewal should now be suggested. Canada had always been friendly to Newfoundland, and a practical proof of this was the number of lights it maintained in connection with the Fisheries and Newfoundland route, as well as the small entry fee charged at Canadian ports, when our vessels were charged at foreign rates on entering St. John's, Newfoundland. Any attempt at carrying out the terms of the Bond-Blaine arrangement would be injurious to Canada, and he trusted that the Government would watch the matter carefully. "To give the United States by the proposed treaty greater concessions and privileges than she has had in the past, would not only destroy the industry of fishing in the Maritime Provinces, but give the United States the monopoly of the fish trade in the West India Islands, and deprive us of the catch of fish in the summer months and the carriage of them in our vessels in the winter season."

Trade Relations with South Africa

Owing to the war in South Africa and the purchase of Canadian products by the British authorities for use in that part of the world, Canadian trade has developed considerably. In 1897 the total trade of the Dominion with British South Africa was $155,106; in 1898 it was $269,693; in 1899 it was $21,385; in 1900 it had risen to $1,292.270; in 1901 it was $1,177,660. Canadian imports from South Africa in the latter year were $90,695; their exports, $1,086,965. The details of the latter included horses valued at $328,125; hay, $383,168; wood and manufacturers of, $84,051; provisions, $122,792.

This question of South African trade came up in the House of Commons on March 18th when Mr. Clarke Wallace urged that more attention should be paid to South Africa as a market for Canadian products. He pointed out that last year Great Britain had sent $63,000,000 worth of goods to that region, the United States $10,000,000 and Canada $66,547. New Zealand was putting on a new line of monthly steamers to try and obtain some of this trade but Canada was apparently doing nothing. South African imports in 1900 included agricultural implements to the value of $738,000; ale and beer, $503,958; apparel, $3,217,592; boots and shoes, $2,486,361; butter and cheese, $994,829; carriages, $682,000; cotton, and manufactures of, $4,738,000; hardware and cutlery, $3,978,000; leather, $595,000; machinery, $5,204,000; meats, salted and preserved, $1,168,000; other provisions not specified, $2,599,000; railway

materials, $1,239,000; spirits and wines, $1,228,000; stationery and printing paper, $1,294,000; wheat, $2,451,000; furniture, $1,351,000. Much of this trade, he contended, we could do, or share in, if something were done by the Government to give it a start and some degree of encouragement.

Meanwhile, the Government had been taking steps in this connection and late in the proceding year Mr. James Cumming, a former President of the Dominion Millers' Association, had been appointed a Commissioner to investigate trade conditions in that distant region. Before leaving Canada in March, 1901, he interviewed various manufacturers and exporters, and on March the 7th was in Montreal where he told the *Star* of that City, in an interview, that his mission was to find out why the Dominion trade with South Africa had been only $200,000 per annum while that of the United States was over $19,000,000. In illustrating this condition he stated that in the past year the United States had sent out $1,600,000 of wooden goods which might have gone from Canada. Boots and shoes could be largely exported from the Dominion; so could furniture and woollen goods. In flour he feared the close competition of the Argentine Republic. Direct steam communication would, of course, be essential.

Under date of May 11th Mr. Cumming sent his first report from Natal to the Dominion Government. The imports of that Colony in 1900 were $26,800,000 and the population 60,000 whites, 60,000 East Indians and 600,000 natives. "Australia takes the lead in sending cattle, frozen meats, butter, cheese, apples, potatoes, onions, flour, maize and canned goods, in rapid steamers, with chilled compartments. Australians are pushing and have opened special shops for the sale of their special food products. Canadian flour, bacon and canned goods are on sale here, bought in London, and in very few hands. Canadian timber and doors are here but bought in New York." He warned Canadian exporters that goods must be prepared, packed and shipped so as to endure tropical climate on the way. "With a direct steamer, monthly, large shipments of dressed lumber, pine doors, furniture of good medium quality, boots and shoes, leather, canned goods, wrapping papers and many other lines would soon result." But goods should be ordered in advance.

On June 7th Mr. Cumming wrote that since his previous report he had visited all the business towns in Natal and found a general demand for the kind of goods Canada could supply. "At many points in Natal I discovered Canadian lumber, doors, furniture, asbestos, canned fish and fruits, bacon, cheese, etc., on sale and bought as Yankee or British products." He thought that if one or two Canadian commission houses would open agencies in Durban and keep travellers in the interior, a profitable and permanent trade might soon be developed.

During the next few months many Canadian products—horses, oats, hay, harness, and articles of war equipment—were purchased by the British Government for use in South Africa. But this was an

abnormal trade and nothing like that which has been characterized, in the case of the United States, by an expansion from $1,500,000 in 1890 to $15,000,000 in 1898.

On November 5th a long letter was read at the meeting of the Canadian Manufacturers' Association in Montreal from Mr. Thomas Moffat, a Canadian Commercial Agent at Cape Town. The chief difficulty he had to point out was the fact of goods having to be ordered largely through New York so as to facilitate mixed shipments and cheapen the expense of transportation. Direct steam communication was much needed and, since the war, was frequently called for. He did not think the time had come for sending out single representatives, but advised that several firms should combine in meeting the expense and if they did this the result would probably be profitable.

At this gathering an address was also delivered by Mr. Cumming, who had recently returned from his official mission in South Africa. He had come back with all his views changed as to the conditions, people and loyalty in that region. The war was a righteous one, the loyalists had been greatly persecuted and the whole matter much misrepresented. In trade affairs he had found the Americans deliberately removing Canadian names from Canadian goods in order to sell them as American products. There was a good market for agricultural implements all through South Africa, for carriages and waggons, for boots and shoes, for bacon and cheese. Canadian furniture, he found, held a very high place in public opinion; Canadian flour was just what they wanted there; Canadian lumber could be consumed to almost an unlimited degree. Great prosperity was coming in South Africa and he believed that within the next five years $150,000,000 in gold would be taken out of that country. Canadians should share in this future. On the following day the Association unanimously adopted a Resolution in favour of better transportation facilities to South Africa and Australia:—

Whereas the manufacturers and exporters of Canada now carry on a steadily growing business with our two sister Colonies of Australia and South Africa, much of which is shipped *via* United States ports with the consequent bonding, storage and transfer charges; and whereas this trade would be largely augmented under conditions affording more direct, simple and economical transportation; and whereas both Colonies might be served by the same line of steamships:—

Be it resolved that in the opinion of this Association the time has now arrived when the Government of the Dominion of Canada should assist by a subsidy a line of steamships that would operate from the ports of Eastern Canada to South Africa and Australia, and that the Government be at the same time asked to retain such control over the freight rates as may be necessary to prevent the manipulation of freight charges over such a line by any shipping ring.

About this time—on November 1st—the *British South African Gazette*, of London, discussed the subject and repeated arguments which it had previously used in favour of some pronounced action. "That South African merchants themselves are sympathetically anxious to cultivate closer business relations with Canada, we have had clear proof, and its manufacturers will be wise, if they desire to

profit from the Imperial relations and closer union engendered by the war if they take action to this end before the opportunity now offering lapses." It was a great pity that Canadians had so long neglected opportunities in Australia and South Africa to build up a good volume of additional commerce. "That the Dominion should be dependent on foreign trade and shipping, and particularly to the United States, for the outward despatch of its merchandise and products, is not conducive to its well-being; neither is it creditable to the initiative of its commercial classes." The best resources of Canada pointed properly to an over-sea expansion of trade, and nowhere could that be more appropriate than to that South Africa for which the Dominion was now fighting. "From the point of view of the Canadian Government, the judiciousness of the expenditure involved, whether as a subsidy or otherwise, can hardly be gainsaid; for such disbursements have repeatedly been proved to be both prudent and remunerative."

It may be added here that during the year 1900, and in connection with the war, Great Britain took from Canada, according to a despatch in the London *Standard* of November 8, 1901, $568,742 worth of saddlery, great-coats, waggons, etc., and $500,000 worth of hay, oats, etc. For use in China she took $379,037 worth of great-coats, stockings, moccasins and fur caps. According to the Report of the Department of Agriculture for 1901, the Department has forwarded for use in South Africa since the war began, a total of 96,320 tons of hay; 38,235 bags of flour; 50,200 bags of oats; 40,722 cases of beef; 11,749 cases of jam. The expenditure of the War Office in this connection in Canada was $4,000,000 and would, it was stated, amount to $7,000,000 when all the contracts were filled.

Trade Relations with the British West Indies

The total trade of Canada with the British West Indies in 1897 was $2,514,492; in 1900, $2,577,574; and in 1901, $3,205,845. With British Guiana, which is often included with the Islands in figures and statements, it was, respectively, $374,157; $367,467 and $498,439. In 1901 the chief Canadian exports to the British West Indies were breadstuffs to the value of $366,634; fish and fish products, $965,035; wood and manufactures of, $229,937. The total exports were $1,925,047, and to British Guiana, $372,757—of which fish and fish products composed $192,501 worth. The principal imports from the Islands were sugar and molasses, valued at $999,464, and the total imports were $1,280,798. From British Guiana the total imports were $125,682.

The question of Canada's relations with the Islands came up in various forms during the year. Speaking in the House of Commons on March 15th, Mr. A. C. Bell referred to the proposed reciprocal arrangement of the previous year with the British West India Islands and regretted that the negotiations had collapsed. He urged the Government to take some speedy action. "I believe it is only necessary for Canada to take in the West Indies to round out her Confederation, to make it a perfect government, to give it all those

diversities of climate, soil and product which will make it a self-supporting and practically independent part of the world."

In his Report to the Dominion Government, dated February 24th, Mr. G. Eustace Burke, the Canadian Commercial Agent at Kingston, Jamaica, referred to the Reciprocity Convention which had been arranged nearly twelve months before between Jamaica and the United States and to the probability of its lapsing through the failure of the American authorities to ratify it in time. The objection of the southern fruit growers of the United States was the trouble, as he pointed out, and this feeling did ultimately prevail against the arrangement—somewhat to the advantage of Canada. Dealing with details of shipping and trade Mr. Burke urged Canadians who wished to help in the development of commercial relations with the British West Indies and to advance their individual interests, to be more careful in exactly following instructions given, or requests made, by would-be purchasers. It was very annoying to find that his own advice was asked and given and frequently not observed in a way to warrant the importer in repeating his orders.

Speaking to the *Maritime Merchant* in the same month, and after a visit to various Islands of the West Indian group, Mr. James Goldie, of Guelph, urged Canadian exporters to "keep pounding away" at the market there, and they would eventually get it. "Naturally the New York exporters are most averse to giving up the grip which they have had on the flour trade of all the West India Islands for the best part of a century, and it is to their interest that their travelling representatives should decry the quality of Canadian food-stuffs wherever they find them." There was, he thought, an immense consumption of goods in these Islands which Canada could supply, aside altogether from the matter of flour.

Writing on May 3rd to the Dominion Minister of Trade and Commerce, Mr. Edgar Tripp, the Commercial Agent in Trinidad and Tobago, made a rather favourable statement as to the prosperity and trade of those Islands in view of the difficulties in connection with the sugar industry. The imports in 1900 were $11,874,850, and the exports $12,375,115. The United States was Canada's chief competitor. The imports of cheese from the former were 174,861 pounds, and from the latter 21,360 pounds; of fish, 1,524,973 pounds, and 5,167,284 pounds, respectively; of meats, 6,021,663 pounds, and 26,594 pounds, respectively; of timber, 10,360,770 feet, and 1,740,415 feet, respectively; of flour, 180,473 barrels, and 2,550 barrels, respectively. Writing to *Industrial Canada* in June, Mr. C. D. Davis, who had been travelling through the Islands on behalf of the Canadian Manufacturers' Association, stated that "almost every house of any standing (and my principal operations have been with the leading concerns) have ordered Canadian goods, and have given me their sincere assurance to continue the lines if the particulars which I have already described are religiously adhered to." The possibilities of this trade with the British West Indies were referred to in August by the Canadian *Grocer*, and manufacturers were urged to follow the example of their

American competitors and pay more attention to these Islands. The total trade of the United States in this connection, for the year ending June 30, 1900, was described as over twenty-one millions, of which $12,853,307 were imports, and $8,870,552 exports.

A little later in the year, Mr. C. S. Pickford, of the Pickford and Black Steamship Company, wrote to some of the trade papers pressing the importance of developing this particular trade. He pointed out that the total consumption of flour in these Islands and British Guiana was 750,000 barrels per year. The Americans largely monopolized the field, but by means of proper advertising, and the presence of permanent representatives of the Canadian millers, the prejudices aroused by past misrepresentations could be soon removed. Cheese was another product largely imported from the United States, and in which Canada was only making slow headway. Trinidad, Barbadoes, Grenada, the Leeward Islands and British Guiana took, between them, 700,000 pounds. The total Canadian export of butter to the West Indies and British Guiana was only 265,000 pounds, while the little Island of Barbadoes alone consumed 300,000 pounds. But the butter used was a low-grade article, said to be made in France, and a little trouble and training might replace much of it with the Canadian product. Canned fruits, fresh fish, hams and bacon, were largely obtained from the United States, and potatoes and soap from England. Millions of pounds of biscuits were sold by New York houses in the Islands. In various lines of wooden-ware, and in boots and shoes, there was, he thought, room for Canadian trade.

In the *Western Empire*, of London, England, there appeared in September a study of the situation in the West Indies from the pen of Mr. C. A. Duff-Miller, Agent-General for New Brunswick. His conclusion was not optimistic. "There is no doubt that much good business, capable of being transacted between Canada and the West Indies, has passed to the United States, and that more and more of it is passing every year." In 1894 the export of fish from the Dominion to the British West Indies and Guiana was $1,443,942 in value; in 1900 it was $1,173,185. In spite of Canada's enormous timber resources, her export of that product decreased in the same period from $258,237 to $166,012. There was a general decrease in other directions. Yet there was abundant room for increased trade, and in the export of asphalt, cocoa-beans, cocoa-nuts, coffee, fruits, molasses, rum and sugar from the West Indies, he believed Canada should share in very much greater proportion.

The reason for the whole trouble, including the ability of the American manufacturers to more than compete with the Canadian, was the lack of proper freight facilities between Canada and the Islands. Nearly all the fruit, etc., came *via* New York, and the price was increased by the charges of the middlemen. "While Canada depends on the United States mainly for her imports from the West Indies, she suffers precisely in the same way with her exports. We hear of timber being shipped from Ottawa *via* Boston, on account of the heavy railway rates from Ottawa and Montreal to Halifax; of

split peas in barrels being shipped *via* New York; of the Halifax fish market being of great value to New York buyers, who are large distributers of fish in various ports of the West Indies."

Mr. C. S. Pickford, of the existing steamship line between Halifax and the West Indies—not very fast, and not very largely subsidized—was in Toronto on October 16th, and expressed himself most enthusiastically to the *Mail and Empire* as to the future of West Indian trade. Cane sugar from these Islands could be extensively exported to Canada, if the latter country would place them on a level with the beet sugar, which the tariff now favoured, and, in doing so, helped Germany and France to the detriment of British countries. Besides fish, lumber and flour there were various lines of manufacture which he thought Canada should send to the West Indies—brooms, confectionery, soap, paints, machinery, implements, biscuits, ready-made clothing, whitewear, boots and shoes, condensed milk, butter in hermetically sealed cans, and harness.

On October 27th, Mr. R. S. Reid, of Trinidad, was in Toronto, and told the same paper that the British merchants in the Islands were really anxious to trade with their own fellow-subjects, if they were given a fair chance. "There were even those who talked of a union so close that one day the West Indies should be governed from Ottawa." As an illustration of the growing relationship, he stated that a Canadian syndicate, headed by Sir William Van Horne, had recently acquired the electric railways and lighting franchises at Port of Spain—the Trinidad capital—at Kingston, Jamaica, and at Demerara. Speaking elsewhere in reference to an arrangement between Trinidad and Canada, Mr. Reid pointed out that the sugar interests and cocoa interests were about equal in the Island—the former being favourable. The latter opposed it because their market was the United States, and they did not wish to risk it by a lowering of duties on flour in favour of the Dominion.

At the annual meeting of the Canadian Manufacturers' Association at Montreal, on November 6th, various references were made to this question. Mr. Edgar Tripp, of Trinidad, wrote that the trade with Canada was improving and that this was largely owing to the faster and more regular service of the Pickford and Black Line. "There is every inclination among the people of these Islands to deal with the Dominion, but the opportunities of doing so have not been put forward with one shadow of the persistence with which the claims of the United States merchants and manufacturers are waged." Mr. Eustace Burke, of Jamaica, pointed out that the imports of that Island from Great Britain were 45 per cent.; from the United States, 45 per cent.; and from Canada, 6·04 per cent. of the total; while of the exports 19 per cent. went to Great Britain, 63 per cent. to the United States, and only 1·6 per cent. to Canada. He deprecated the custom of getting products from the Island through New York middlemen. "I am satisfied and thoroughly convinced that if Canadian business men were desirous of capturing a fair share of the Island trading, the task could be very appreciably accomplished if serious and enlightened methods were adopted."

Writing under date of November 19th, to the Secretary of the Canadian Manufacturers' Association, Mr. C. D. Davies, reported at some length as to his mission of inquiry in the West Indies on behalf of the Association. He had visited all the British Islands—Demerara, Trinidad, Barbadoes, St. Lucia, Dominica, Antigua, St. Kitts, Grenada and St. Vincent—as well as the Danish, Dutch and American Islands. He had found that trade was more encouraging in its prospects for Canada than he had expected; that competition was keen, numerous and varied; that the feeling toward the Canadian manufacturers was most friendly; that American goods were geographically closer, were well established and had better steamship facilities. The West Indian markets were very conservative and naturally averse to new things and experimental policies. The Canadian shipments *via* American ports constituted a most serious difficulty—excessive terminus charges, bonding and other expenses adding immensely to the cost of the Canadian article. "I advise most strongly, therefore, for Canadian manufacturers to trade direct and watch their own interests." There should be a weekly steamship service to West Indian ports if at all possible.

Trade with the United States

Only second in importance to Canadian trade with Great Britain is the commercial interchange which has grown up with the United States. In the fiscal year 1896-97, the Republic imported from Great Britain $167,951,227 worth of merchandise, and in 1900-01 the amount was $143,365,901. Its exports to Great Britain grew from $483,265,086 to $631,266,263 in the same years. Its total trade with the British Empire in 1896-97 was $857,878,629; in 1900-01 it was $1,079,016,224. In 1900-01 its imports from countries other than the British Empire were $564,209,099, and its exports $667,203,250. The total of all imports was, therefore, $822,673,016, and of exports $1,487,755,557—the entire trade of the United States being $2,310,428,573. In the volume of this commerce Canada ranked third and came after Great Britain and Germany. The imports of the Dominion from the United States were greater in 1900-01, according to American Returns, than the combined imports of Mexico, Cuba, the Argentine Republic, Brazil, and all the other South and Central American countries.

The principal imports of the United States in 1900-01 were chemicals, $53,463,030; cottons, $40,232,782; flax, hemp and jute (raw), $22,932,506 and manufactured, $32,744,289; fruit, including nuts, $19,584,612; hides and skins and furs, $54,759,035; jewellery and precious stones, $24,215,155; silk (raw), $30,051,365; silk manufactures, $26,838,557; sugar and molasses, $90,502,225; tin (in bars, blocks or pig), $19,805,551; woollens, $14,581,851. The chief articles or products of export were agricultural implements, $16,313,434; cattle, $37,566,980; breadstuffs, $275,594,618; coal, $22,317,496; copper (ingots, bars, etc.), $41,260,376; cotton (raw), $313,673,443; cottons, $20,272,418; iron and steel and manufactures of, $117,319,270; leather and manufactures of, $27,923,653; mineral

oil (refined), $63,049,812; provisions, $196,958,878; tobacco, $32,749,078; wood, lumber and timber, $41,345,642; wood manufactures, $11,097,042.

Canadian trade with the United States has not fluctuated very greatly until the last few years when the exports to that country rose from $49,373,472 in 1897 to $72,382,230 in 1901, and the imports from the Republic increased from $61,649,041 in 1897 to $110,485,008, in 1901—an increase of $23,000,000 in exports and $50,000,000 in imports. The principal imports into Canada during the fiscal year 1901 from the United States were, cattle, $182,227; horses, $274,905; sheep, $162,104; books, pamphlets, etc., $792,317; breadstuffs—including wheat, $6,370,313, oats, $946,313; flour, meal and other grain products, $443,590—$8,514,986; carriages, bicycles, etc., $1,045,688; coal (bituminous), $5,191,623; coal (anthracite), $7,871,406; cotton goods, $1,368,696; drugs, etc., $771,258; fancy goods, $358,586; fish and fish products, $415,954; fruits (dried, and nuts), $758,671; fruits (ripe), $964,606; glass and manufactures of, $536,949; gutta percha and India rubber, $434,590; hats, caps and bonnets, $739,123; jewellery, $421,223; leather and manufactures of, $1,458,973; brass and manufactures of, $390,031; iron and steel and manufactures of, $16,161,355; musical instruments, $307,509; mineral oils, $874,769; paints and colours, $386,267; paper and manufactures of, $1,324,795; provisions, $3,002,672; silk and manufactures of, $256,514; sugar and molasses, etc., $1,053,540; watches and parts of, $511,063; vegetables, $377,394; wood and manufactures of, $1,229,159; woollens, $369,410.

Of these imports only anthracite coal and Indian corn ($6,484,181) were free. Other imports, duty free, were cotton wool, $4,731,812; drugs and chemicals, $1,917,007; fruits (ripe), $666,995; fur skins (undressed), $808,121; India rubber (crude), $1,747,685; hides and skins, (raw), $2, 435,411; copper (bars, strips, etc.), $909,985; iron and steel manufactures, $6,892,995; tin and manufactures of, $493,388; settlers' effects, $2,915,603; tobacco, $1,548,283; wood and manufactures of, $3,481,338; woollens, $424,497. The principal items of Canadian export to the United States in the years between which considerable expansion has taken place were as follows:—

Product.	1897.	1901.
Cattle	$508,349	$895,638
Horses	547,055	491,852
Sheep	602,886	1,161,098
Breadstuffs	870,761	819,271
Coal	3,183,392	4,547,061
Fish and fish products	2,975,181	4,191,693
Fruits	401,358	225,793
Furs and skins and manufactures of	422,216	412,583
Hay	773,079	1,158 128
Hides	1,546,795	2,067,604
Copper	527,623	2,659,261
Gold	2,784.498	24,231,890
Silver ore	2,586,367	2,379,950
Iron and steel and manufactures of	221,680	1,059,328

Product.	1897.	1901.
Lead	522,327	2,272,830
Asbestos	206,552	451,386
Nickel	497,665	958,365
Spirits and wines	447,447	334,354
Stone and manufactures of	339,075	493,298
Tobacco and manufactures of	427,554	346,311
Wood and manufactures of	16,107,295	13,224,971
Woollens	1,409,924	225,885

Trade and Tariff relations with the United States

There was a distinct revival of the discussions regarding Reciprocity with the United States during the year and some advocacy of the principle of equality in tariffs as well as of reciprocity in trade. Speaking in the House of Commons on February 18th, Mr. W. F. Maclean referred to the strong tariff policy assumed by the Russian Government toward the United States and declared that "we must have a little De Wetteism in our Government. We must have a tariff with a sliding scale, which will be friendly to a friendly Government, but which will be protective against an unfriendly one." There was only one way to settle questions at issue between Canada and the United States, and that was by means of the tariff. "If they found their goods barred out of Canada, they will quickly come to terms. In 1896 we imported $57,000,000 worth of goods from the United States. That sum has grown to $96,000,000 or more, and it is growing steadily. Canada is the best outside market the United States have. But as long as we are fools enough to let their goods come into this country under the present low tariff, while they put up a high tariff to bar out our goods, we shall never get fair treatment from them."

On March 16th Mr. John Charlton, M.P., addressed the New England Free Trade League at Boston and declared that "we want between our country and yours the same freedom of trade as that which has been so successful between the States which form the American Union." He pointed out how much more liberal the Canadian tariff was to the United States than the American tariff was toward Canada. If the United States would only move in the direction of Reciprocity "we will meet you half way; we will travel three miles out of five to meet you." If nothing were done, a desperate effort would be made at home by raising Canadian duties so as to produce in Canada the goods now bought of the United States. In the House of Commons, on March 21st, Mr. Charles Marcil declared that "the favourite policy" in the County of Bonaventure was Reciprocity with the United States. "There never was on that coast a more prosperous era than that which extended from 1854 to 1865; in fact that period was the most prosperous ever experienced by the Province of Quebec." He hoped that the International Conference would not be abandoned. Mr. W. F. Maclean expressed an exactly opposite view and stated again his belief in reciprocity of treatment and reciprocity of tariff. He would extend this theory from Canada to England, and through British duties bring in the United States.

"You will never bring the Americans to time until the American farmer finds that he is not going to get into the English market with his wheat and corn and pork and other products." As to Canada, he would raise rather than lower its duties upon articles of American production.

Mr. Charlton supported the proposal to levy duties upon lumber coming into Canada, similar to those now imposed by the United States upon Canadian lumber, and declared that "what we want in dealing with the United States is to secure their respect, and this can only be obtained by frankly and openly showing them that we are determined to stand up for our own rights." Speaking on Dominion Day at the Pan-American Exposition, at Buffalo, the Hon. Dr. Borden, Minister of Militia, dealt very frankly with the situation: "I have sometimes felt that there was not that feeling which we could desire on the part of your statesmen to promote reciprocal relations. We, on the north of the line, are your neighbours and friends, and we want to go hand in hand with you in commercial relations and enterprises. We are prepared to meet you half-way, but we will not meet you more than half-way. This world is vast, and if we cannot trade across this line, we can go somewhere else, and this we are doing now. We buy largely from you, but we are not selling to you as much as we ought to. We are taking our goods to Free-trade England, and in so far as we are being excluded from your market, we are making a market there, and we are compelled to displace goods which used to go from the United States to England. Unless free trade comes in the future, we will continue to displace those goods."

In the United States, during the month of July, the Merchants' Association of New York passed Resolutions pointing to the fact that "the manufactured products of the United States are constantly increasing, and are already exceeding the demands of home consumption;" declaring that "the opening of the Canadian market, which lies so near and with which communication is so direct, would be a long step in providing an outlet for our surplus products"; and urging that a reciprocal trade arrangement be sought for and obtained with Canada. The commercial bodies of Boston, Duluth and other places passed Resolutions in favour of Reciprocity, and various newspapers such as the Duluth *Commercial Record*, the *Boston Herald* and the Boston *Transcript* drew attention to the value of a trade arrangement with Canada. Writing upon this general subject in the August *Expansionist* of New York, Mr. Osborne Howes pointed out that the result of the American policy of trying to force Canada into the Union had resulted in independent fiscal action and finally in the British Preferential tariff. This latter policy he considered eminently sagacious from a Canadian and British standpoint, but "the result cannot fail in the long run to work to the disadvantage of the United States." Speaking to the Winnipeg *Telegram*, on August 12th, Sir Charles Tupper, the veteran Conservative statesman, referred with his usual vigour to the movement apparent in the neighbouring country:—

"Everything," he said, "that is calculated to promote the most cordial relations between Canada and the United States is important; but larger experience has brought me to the conclusion that nothing is to be expected from the United States in relation to commercial intercourse with any country except a policy such as will conduce to their own advantage. Anything like free trade between the two great countries of the North American continent would be fatal to Canada. It would involve the acceptance of the United States tariff against the world, England included, and, therefore, in my judgment, is not to be considered for a single moment. The first result of any such step would be that the markets of this country would be flooded with American manufactures, and our own industries in the east and elsewhere would be crippled, if not killed."

A little later, on November 20th, Sir Charles told the Toronto *Star* that his policy was reciprocity of trade or reciprocity of tariffs. At the meeting of the Maritime Provinces' Board of Trade, in Chatham, N.B., on August 21st, President W. S. Loggie spoke of the noticeable change in American public opinion upon this subject; quoted from a recent number of the New York *Dry Goods Economist* as illustrating the fact; and concluded with the statement that while this subject was of great importance to all Canada "it seems to me to be especially so to the Maritime Provinces as the United States is the natural outlet for many of our products."

A further impetus was given to the discussion of the question in the United States by President McKinley's famous speech at Buffalo on September 5th. In this last utterance of his he pointed out the vast and intricate system of business which had been built up, and declared that no narrow, sordid policy would conserve it. "Our capacity to produce has developed so enormously and our products have so multiplied that the problem of more markets requires our urgent and immediate attention." The weak places in the structure of trade must be strengthened. "By sensible trade arrangements which will not interrupt our home production we shall extend the outlets for our increasing surplus. A system which provides a mutual exchange of commodities is manifestly essential to the continued and healthful growth of our export trade. We must not repose in fancied security that we can forever sell everything and buy little or nothing. If such a thing were possible it would not be best for us, or for those with whom we deal. We should take from our customers such of their products as we can use without harm to our industries and labour. Reciprocity is the natural outgrowth of our wonderful industrial development under the domestic policy now firmly established." He went on to urge that the excess of production must be given an outlet somewhere, and to point out that, while commercial wars were unprofitable, the extension of commerce was a necessity. "A policy of good will and friendly trade relations will prevent reprisals. Reciprocity treaties are in harmony with the spirit of the times; measures of retaliation are not."

On November 7th, Mr. Charlton, M.P., addressed the New York Chamber of Commerce upon American and Canadian trade relations. He first spoke of the growth and development of Canada and its importance to the United States as a rival or a friend. Existing trade

relations were unsatisfactory to the Canadian people owing to the unfair tariff conditions and the fact that the United States sold to the Dominion so much more than they purchased from it. The character of Canadian trade was referred to. "The importation of manufactures from Great Britain was $38,000,000. The excess of importation of manufactures from the United States over the importation from Great Britain was $25,000,000. Of this amount ($63,000,000) over $18,000-000 was on the free list, and Canada gave the United States a total free list of $56,000,000—not less than $30,000,000 of which consists of free lumber, free corn and free manufactures. In return for this the United States gave to Canada a free list covering the precious metals and a few minor articles and charged upon the imports from Canada double the rate of duty that the Canadian Government charged upon American imports; and had a tariff adjusted in such a manner that the agriculturists of Canada, who purchased at least $30,000,000 of the imports of American manufactures, were met by farm product duties ranging from 25 to 100 per cent." He expressed the opinion that under free trade in natural products Canada would import much more from the United States than she would export. If nothing were done to ameliorate present conditions he believed that Canada would raise her duties to the American level, and perhaps grant a rebate of 50 per cent. to any country admitting her natural products free. This would at once apply to Great Britain, though other countries could, of course, take advantage of it.

The Hon. Mr. Fisher, Dominion Minister of Agriculture, spoke at the Canadian Club Dinner in New York on the same evening. He stated that Canada was sixth in the list of countries from which the United States purchased, and that they sold as much to the Dominion as they did to Asia, Africa and Oceana put together. "Under these circumstances it seems as though your statesmen would do well to consider how the trade with Canada can be fostered and improved. In your newly-directed efforts toward Reciprocity, perhaps with Canada, if your statesmen are reasonable, you might be able to find an opportunity of successful negotiation." Meanwhile, on November 6th, the Prime Minister of Canada had been dealing with this subject at the Banquet of the Canadian Manufacturers' Association in Montreal. The immediate duty of the Government and of all Canadians, he declared, was to develop the country's own resources. "In the past we have sent delegations from Canada to Washington to ask them to give us Reciprocity treaties; we are not sending any more delegations there. I should not be surprised now to see us receive at Ottawa delegations from Washington asking us in our turn for Reciprocity treaties and we shall receive them, in the way Washington has taught us to act, with every possible politeness."

In his Presidental address to the same body at this meeting in Montreal, Mr. P. W. Ellis spoke strongly in this connection. "I believe the feeling in Canada to-day to be that, if we begin to talk reciprocity with the United States, the United States will reciprocity us out of existence." Canadian imports from the Republic in the last

year had been quite unsatisfactory enough, in proportion to the exports, without any arrangement to give Americans easier access to our markets. What was wanted was a reciprocity of tariffs. We now purchase some $60,000,000 worth of manufactured goods in the United States, two-thirds of which could be made in Canada. "While this vast volume of the product of United States labour is purchased by us, the producer of food in Canada is practically prohibited from selling food products to the United States labourers, who make the goods that he purchases."

On November 19th, a National Reciprocity Convention met at Washington with members present from the leading commercial centres of the Republic, and with Mr. Theodore S. Search, of Philadelphia, as Chairman. The discussions brought out many and varied expressions of opinion upon tariffs and reciprocity. On November 20th, Mr. Charlton addressed the Convention at length and laid stress upon the fact, that in the last fiscal year Canada had imported $119,000,000 worth of American goods, while the United States had only taken $70,000,000. Of the latter $30,000,000 was bullion, so that the balance of trade against Canada—deducting bullion also from the American export—was over $71,000,000. He declared that, in his opinion, nothing less than Reciprocity in the natural products of the mine, the forest, the fisheries and the farm would be satisfactory to Canada.

The Convention adjourned on the following day after passing a Resolution in favour of the establishment of a Reciprocity Commission to investigate conditions in connection with any proposed arrangement; another in favour of a new Government Department having charge of Commerce and Industries; a third in the following terms: "That this Convention recommends to Congress the maintenance of the principle of protection for the home market, and to open up by reciprocity opportunities for increased foreign trade by special modifications of the tariff in special cases, but only where it can be done without injury to any of our home interests of manufacturing, commerce, or farming." While the opening work of this gathering was being done, Mr. Osborne Howes, Chairman of the Reciprocity Committee of the Boston Chamber of Commerce, was addressing the Commercial Club of St. Paul. He declared that Canadians were, with some reason, dissatisfied at the treatment they were receiving from the United States.

> They have increased their purchases from us fourfold during the last 20 years, while we bought from them little more than we did in 1880. They have put upon their free list about half of what they imported from the United States, and taxed the remainder 25 per cent. We taxed nearly all Canadian products, our average tax rate being about 50 per cent. Unless we can, in a reasonable time, come to some trade understanding with her, either the Canadian tariff would be made higher, in which event our annual sales of $110,000,000 would drop to half that amount, or, through the Customs Federation with England, English goods would be admitted in Canada duty free, while England would impose a duty on foreign products.

Following this meeting came another address upon the subject of Reciprocity from Mr. Charlton—this time to the Merchants' Exchange, at Buffalo, on December 3rd. He went over much the same ground as

on previous occasions and declared, finally, that if something was not done the American tariff might probably be copied by Canada and "a kind of reciprocity secured thereby that will minimize American trade and give it the shrunken proportions now characteristic of the Canadian exports to the United States." In the evening he was banquetted by the Liberal Club, of Buffalo, and stated, in the course of his speech, that Canada was prepared "for any reasonable arrangement" about trade policies. He concluded as follows: "The trade principle that applies to all the States of the American Union could be extended to the British American Provinces and Territories with precisely the same results, and while the two countries are likely to retain their separate autonomy, it is in the interest of each to apply to the greatest possible extent the system that governs the relations of American States to each other, and to secure to the greatest attainable extent the material advantages that would result from union."

In view of the late President McKinley's reference to Reciprocity in his Buffalo speech, considerable discussion took place in the United States as to President Roosevelt's probable opinions and probable policy in this connection. In Canada the subject was not widely talked of, but on November 2nd, Mr. A. H. U. Colquhoun contributed an article to the Toronto *News*, which described, from a Canadian standpoint, the situation to some extent. He dealt with the functions and position of the President and then continued :—

> But, as matters stand, we are not called upon to do anything at all. The attitude of Washington toward us has been so uniformly selfish or truculent that the duty of dealing with the niceties of economic policy is not imposed upon us. We are really taking a holiday. Both the great parties in Canada now fully understand the aims of Washington politicians. The Government of Sir Wilfrid Laurier has the same insight in these matters as was possessed by Sir John Macdonald. A Government that would accept the terms offered at Washington would soon cease to exist.

President Roosevelt delivered his first Message on December 3rd, and it contained a long reference to this topic. "Reciprocity," he declared, "must be treated as the handmaid of Protection. Our first duty is to see that the protection granted by the tariff in every case where it is needed is maintained, and that Reciprocity be sought for, so far as it can safely be done, without injury to our home industries. . . . Subject to this proviso of the proper protection necessary to our industrial well-being at home, the principle of Reciprocity must command our hearty support." Where existing duties were no longer needed, or only partly needed, these might be utilized in making arrangements "for the constantly growing surplus for which we must find markets abroad." One of the comments made upon this address and the speeches of Mr. Charlton, was that of the Philadelphia *Inquirer*, on the following day, which stated that under existing unjust conditions it would not be surprising if Canada should retaliate in its tariff arrangements. "There are other countries from which she can purchase her merchandise and the loss of one of her largest customers will be a severe blow to this country."

An article which appeared in *Industrial Canada* at the opening

of the new year, 1902, gave the respective Canadian and American tariffs upon the principal farm products of the two countries, and showed that in no case was the American tariff lower, while, in some cases, such as beans and pease, it was 200 per cent. higher, and upon cheese, hay and hops, was 100 per cent. higher. Butter, for instance, had a Canadian duty of 4 cents per pound and an American tax of 6 cents per pound; cheese was, respectively, 3 cents and 6 cents; eggs were 3 cents a dozen and 6 cents a dozen; wool was free into Canada and the duty into the United States was 11 cents per pound; hides were free in one case with a 15 per cent. duty in the other; beans were, respectively, 15 cents and 45 cents a bushel; oats 10 cents and 15 cents a bushel; pease 10 cents and 30 cents a bushel; wheat 12 cents and 25 cents a bushel; hay $2 and $4 per ton; hops 6 cents and 12 cents per pound; potatoes 15 cents and 25 cents a bushel. Other products having a specific duty in one country and an *ad valorem* duty in the other worked out very much along the same lines of discrimination.

Trade and Communication with France

By the terms of the special Treaty with France, which was negotiated in 1893, it was provided that the Canadian duties on soaps, nuts, prunes and plums should be reduced; that France and French Colonies should rank with any third Power in tariff advantages granted by Canada; and that certain Canadian products—including canned meats, condensed milk, fresh-water fish and lobsters, apples and pears, preserved fruit, building timber, wood pulp, common paper, boots and shoes and some other specified articles—should be subject to the minimum duty in France, Algeria and French Colonies. Under the provisions of this Treaty $599,424 worth of goods were imported in 1901—of which $576,512 worth was entered for consumption in Canada—with a duty collected of $148,331.

The total imports from France in 1873 were $2,023,288 and remained at about this figure until 1897, when they were $2,601,351. They then rose steadily until 1901, when the total was $5,503,405. The exports to France were $31,907 in 1873, and in 1897, $690,696. They then advanced slowly to $1,581,331 in 1901. The chief dutiable imports in the latter year were fancy goods, $269,988; fruits, $161,561; furs and manufactures of, $126,521; silk manufactures, $559,845; spirits of all kinds, $702,705; sugar, molasses, etc., $794,304; woollen manufactures, $643,024. The free goods totalled $827,412. The principal exports to France were breadstuffs, $272,832; fish and fish products, $608,744; metals, minerals and manufactures of, $268,409; woods and manufactures of, $289,967. The total trade with France in 1901 was $7,084,736.

During the previous year there had been some advocacy of closer trade relations with France, through better steam communication and improved commercial agencies. On May 14, 1901, Sir Richard Cartwright, Minister of Trade and Commerce, moved a Resolution in the House of Commons, declaring it to be "expedient to make provision for a subsidy, not exceeding a sum of $100,000 per annum,

for a steamship service between a port or ports in Canada and a port or ports in France." He explained that there had been for many years an Act on the statute-book offering a similar subsidy of $50,000, but it had not been acted upon. Under the new proposal, the services would be twelve during the summer months and six during the winter; the Canadian ports would be those of Montreal and Quebec in the former season, and Halifax or St. John during the winter; the French ports would probably be Havre and Boulogne, with the right of going also to some Mediterranean port if deemed desirable. It was expected that considerable trade would be developed with France, which had a well-to-do population of 40,000,000.

Pulp, iron, coal, agricultural implements and food products were some of the things which might be sent in large or larger quantities when the service was established. This was really a joint subsidy, the French Government giving an almost similar amount to vessels which were under the French register; ours would, of course, be under the British flag. The staples of our imports from France now were silks, fine woollens, wines, brandies and fancy goods. The chief increase in trade would, therefore, probably be in exports. Sir Richard Cartwright added that, while the contract was being formally made with the Franco-Canadian Company, this concern was to be re-organized into a Canadian Company, with men such as Senator MacKay, Senator Drummond, Senator Alfred Thibaudeau, Mr. Henry Miles and Mr. Alfred A. Ayer, of Montreal, Mr. J. R Booth, of Ottawa, Senator Melvin Jones, of Toronto, and Mr. F. H. Clergue, of Sault Ste. Marie, as incorporators. At present, he added, much of the trade with France was done through American ports.

Mr. Tarte, Minister of Public Works, referred to existing arrangements in Paris. Mr. Hector Fabre, C.M.G., had been for twenty years a sort of immigration and diplomatic agent in that city, but with limited means—a total allowance of $3,500—and without facilities or natural ability to press the development of trade. A man should be appointed of trained commercial intelligence to act with him. Mr. Tarte was very hopeful in this connection. "With our system of cold storage, and with a direct line of steamers, we could export our fruit to France, and sell it at very fine prices indeed. And what is true of fruit is true of other things. We can sell iron, coal, furniture and other things." The United States was doing much to push their trade with France. It was already very large, and there was an American Chamber of Commerce in Paris.

Dr. Sproule did not think that Mr. Fabre had been very useful in the past for reasons not personal in any way except that he was not a commercial man. Some one should be appointed who was familiar with Canada's resources and products. Cold storage would have to be very carefully arranged for also. Sir Wilfrid Laurier, who followed, was particularly glad to see the spirit in which this Resolution had been received. Mr. Fabre had been an excellent diplomatic agent, but the time had come to extend the work of his office and, he agreed with Dr. Sproule, to appoint a commercial agent as well. The

Premier proceeded to point out that the tentative line of two vessels which had been established in the past year had left Montreal loaded down on each occasion, and quite unable to meet the demand for shipping facilities. He thought that the whole of the Norwegian and Swedish trade with France in pulp and paper might be transferred to Canada, and that France should also import much of its coal from the Dominion if proper steamship facilities were given.

Mr. Tarte expressed his belief, at this point, in the possibilities of a trade in cheese and butter, both of which were very expensive in France. Mr. E. D. Smith urged careful attention to cold storage, and the proper ventilation of the vessels for perishable products such as fruit. Mr. F. D. Monk spoke of the desirability of retaining Mr. Fabre's services. Mr. F. B. Wade stated that the people of Annapolis, in Nova Scotia, had come to the conclusion that cold storage was not necessary for fruit, and that good ventilation would answer the purpose. He urged upon the Government that Maritime Province vessels carrying fruit should have in their subsidy-contracts a stipulation for the instalment of a forced ventilation plant. Mr. E. B. Osler favoured the appointment of commercial agents in France and other countries. Immigration would follow with much less actual and direct expenditure.

On May 17th the subject was again discussed, when Sir Richard Cartwright stated that the port in northern France would probably be Havre, and the Mediterranean port, Marseilles. The exports to France last year were chiefly lobsters and agricultural implements. The former were included in the fish exports of $520,000, and the latter were valued at $208,000. Then there were $313,000 worth of bread-stuffs and $190,000 worth of lumber. He had strong hopes of an increased trade in pulp and coal. Iron would be an experiment. He hoped much from French capital, which had in recent years done so much for Russia. Increased immigration was doubtful, as the people were too proud of their own country. Mr. Clarke Wallace pointed out that while the exports to France, since 1896, had only increased $800,000, the imports had risen from $2,800,000 to $4,368,000. The proposed vote was a large sum of money in view of the trade involved, and he hoped good results would appear next year. The Bill, founded on the preceding Resolutions, was then read a third time, and passed.

Canadian Trade and the Imperial Institute

Under date of February 25, 1901, Mr. Harrison Watson, Curator of the Canadian Section of the Imperial Institute, reported at considerable length to the Minister of Trade and Commerce. He stated that the correspondence and commercial work of his office was largely increasing; that there was a marked increase in the volume of applications for information from British firms as to Canadian trade; that he attributed much of this to the Preferential tariff; that amongst the inquiries were many from outside countries. "It becomes more apparent," he added, "with each succeeding year, that Canada is bound to largely develop trade in the United Kingdom in

manufactured and partly manufactured goods quite apart from the constantly expanding exports of agricultural products."

This was owing to Canadian natural resources and cheap raw material, as well as to the facilities furnished by the British policy of encouraging the merchant and commission branches of commerce. The market would have to be studied, however, and Canadian goods adapted to British tastes. He hoped that in this connection the value of the Institute and its collection of specimen products and manufactures would be more appreciated, and that the displays made at Paris and Glasgow would be permanently located in its exhibit. He referred, also, to the arrangement, by which his department was able to work in co-operation with the Commercial Intelligence Department of the Government Board of Trade, and to the consequent facility for meeting public requirements and inquiries.

As to the lines of trade, in which openings had been most strongly marked during the past year, Mr. Watson mentioned broom and tool handles, mouldings, chair parts, flooring blocks, castings and other manufactures of woods. In this connection he thought the amalgamation of the Canadian furniture manufacturers should help them in securing a share of the immense trade of Great Britain in imported furniture. Three requirements were necessary for any considerable export trade to Great Britain in any special line—sufficient capital to produce a considerable quantity of goods; improved machinery and appliances to compete with United States exporters; knowledge of British requirements in the way of designs, shapes, finish, etc. The trade of the preceding year, so far as Canada and Britain was concerned, had been very dull in the canned goods branch. There was a good demand for dried plums and other fruits, which he thought Canada might meet. The trade in poultry was steadily growing. In leather there was also a steady increase, but the trade was not being sufficiently advertised as Canadian and was passing under the "American" designation very largely. In iron and steel manufactures there were most important possibilities, and a good beginning had been made. So with mica and Canadian pianos—if the latter could be adapted to the current taste.

The annual meeting of the governing body of the Imperial Institute was held on May 2nd, with Lord James of Hereford in the chair. Lord Strathcona and Mr. C. A. Duff-Miller were present from Canada. In the Report submitted by Sir Frederick Abel it was stated that expenses had been largely decreased during the year; that subscriptions had also fallen off; that the leasing of a part of the building to the University of London had relieved them of much heavy debt and taxation; that important additions had been made to many of the Colonial collections—not including Canada; that sufficient funds had been obtained to thoroughly organize the Technical Department under Professor W. R. Dunstan; that various reports had been submitted to Colonial Governments upon the scientific character and values of specified products; that His Majesty the King had continued the warm support, which he had

unfailingly given the Institute as Prince of Wales—its founder and President.

On May 14th, the position of matters at the Institute came before the Dominion House of Commons, in connection with a vote of $3,000 for renewing and improving the Canadian exhibits. Mr. Fisher, Minister of Agriculture, explained to the House, that, after many complaints as to inadequate representation from London, and many intimations from Provincial Governments that they could not afford to keep up their exhibits, his Department had concluded to take over the work, and make it a Federal matter. Hence the small sum asked as a beginning. Mr. James Clancy thought the amount too small and expressed his regret that Canada had allowed her exhibits to get into such a condition. The Hon. Mr. Fielding agreed with him on this latter point. With the facilities at disposal from Glasgow, he believed, a fitting exhibit could now be made. Mr. E. B. Osler thought the vote was not sufficient. The Institute, he declared, was visited by an enormous number of people, and Canada could well afford to make a first-class showing.

Section V—THE FINANCES OF CANADA

The Financial Situation of the Dominion

The Consolidated Fund or ordinary revenue of Canada was $13,687,928 in 1868; $22,375,011 in 1878; $35,908,463 in 1888; $40,555,238 in 1898; $51,029,994 in 1900.* The expenditures upon this account were, respectively, in these years, $13,486,092, $23,503,158, $36,718,495, $38,832,526, and $42,975,280. Of the duties collected in 1900, $4,591,540 were from articles of food and live stock; $1,389,688 from articles in a crude condition and which entered into processes of home industry; $3,648,249 were from articles wholly or partially manufactured; $12,711,155 were from manufactured articles for consumption; $6,548,478 were from articles of voluntary use and luxuries.

The internal revenue included $4,774,527 from a tax levied upon spirits, and $4,078,110 from a tax upon tobacco. The general revenue included $4,345,823 from the Postal Service—not including $21,551 from the Yukon; $1,388,024 from Dominion lands; $1,683,051 from Interest on Investments; $5,232,459 from Public Works—including railways and canals. The total revenue under its four chief headings was, in 1900, as follows: Customs, $28,889,110; Internal Revenue, $9,854,674; Postal Service, $4,345,823; miscellaneous sums, $9,582,236. The chief expenditures included $13,392,479 for charges on the Public Debt; $4,807,484 for the Post Office—not including $112,368 for the Yukon; Subsidies paid to the Provinces, $4,250,608; Railways and Canals, $5,433,127; Public Works, $2,472,748; Militia and Defence, $1,846,179; Civil Government, $1,420,998; Indians, $1,037,436; Legislation, $830,302; and the following:—

Revenue Collection	$1,645,195	Arts, Agriculture and Statistics	$461,561
Justice	827,561	Ocean and River Service	247,785
Mounted Police	843,989	Immigration	434,563
Mail Subsidies and Steamship Subventions	599,832	Geological Survey	145,430
Lighthouses, etc	523,485	Quarantine	136,068
Penitentiaries	438,421	Weights and Measures, etc.	96,089
Fisheries	411,470	Yukon Territory	331,850
Territories	354,210	Miscellaneous	712,480
Superannuation	323,399		

From Confederation in 1867 to June 30, 1900, Canada spent on capital account, outside of the ordinary expenditures, a total of $225,258,760—including $58,515,420 on Canals; $62,742,816 on the Canadian Pacific Railway; $31,010,419 on debts specially allowed to the Provinces; $50,335,030 on the Intercolonial and connected railways. The expenditure in excess of the net increase in the Public Debt was $35,493,594. The receipt from taxes—customs

*Many of the figures in this and the next three paragraphs are compiled and condensed from various elaborate tables in the *Statistical Year Book* for 1900.

excise and, until 1882, bill stamps—was $11,700,681 in 1868; $17,841,938 in 1878; $28,177,413 in 1888; $29,576,456 in 1898; $38,242,223 in 1900. In 1868 the total charges on the Public Debt were $5,216,025; in 1888 they were $12,105,983; in 1898 they were $13,076,614; in 1900 they were $13,392,479. The revenue and expenditure, per head, of the estimated population were, respectively, in 1868, $4.05 and $4; in 1878, $5.49 and $5.76; in 1888, $7.66 and $7.84; in 1898, $7.73 and $7.40; in 1900, $9.49 and $7.99. The amount of taxation per head in these years was $3.47 in 1868; $4.37 in 1878; $6.01 in 1888; $5.64 in 1898; $7.11 in 1900.

The gross debt of the country at Confederation was $93,046,051, and the assets $17,317,410. In 1878 they were, respectively, $174,957,268 and $34,595,199; in 1888, $284,513,842 and $49,982,483; in 1898, $338,375,984 and $74,419,585. In 1901 the gross debt was $354,732,432, the assets, $86,252,428 and the net debt $268,480,083. At Confederation $62,500,000 of debt from Upper and Lower Canada, $8,000,000 from Nova Scotia, and $7,000,000 from New Brunswick were assumed and since that time $31,930,148 of other Provincial liabilities have been taken over. The assets included, in 1900, $10,566,125 of Provincial accounts and $45,824,282 of Sinking Funds. The net debt of Canada per head was $22.47 in 1868; $34.41 in 1878; $50.06 in 1888; $50.29 in 1898; $49.36 in 1900. The Funded Debt of Canada is chiefly payable in London—$227,958,836—and only $8,675,765 is payable in the Dominion. Of the larger sum $2,433,333 draws 5 per cent.; $140,856,596 draws 4 per cent.; $24,333,333 draws 3½ per cent.; $50,602,241 draws 3 per cent.; $9,733,333 draws 2½ per cent.

The Dominion Budget and Finances

On March 14, 1901, the Minister of Finance—Mr. W. S. Fielding—introduced his fifth annual Budget. It was a cheerful statement and the Minister was able to declare that in almost every department of Canadian industry there had been during the year a most gratifying activity; while trade and commerce had flourished in such a degree as to make the period one of unexampled prosperity. The receipts for the two past financial years—ending June 30th—were as follows:—

	1898-1899.	1899-1900.
Customs	$25,316,841	$28,374,147
Excise	9,641,227	9,868,075
Post Office	5,193,777	3,205,535
Miscellaneous	8,589,404	9,582,237
	$46,741,249	$51,029,994

The total increase had been $4,288,745, or a million more than he had expected. The total expenditure chargeable to consolidated fund account—for what may be described as the ordinary purposes of government—was $42,975,279, showing a surplus of $8,054,714. This he described as the largest in the history of Canada. The next largest was that of 1899 which amounted to $4,837,749. There was, however, another class of expenditure, called capital expenditure,

and composed of items spent for special public works, railways and railway subsidies. These amounts, including $3,308,894 for the Intercolonial and Prince Edward Island Railways, $2,639,564 for Canals, $1,089,827 for Public Works, $230,850 for the Militia, $725,720 for Railway subsidies and $1,547,623 for the South African Contingents and the Halifax Garrison, amounted to $9,742,187. The Public Debt had been diminished by $779,639. On June 30, 1899, it was $266,273,446 (net); on June 30, 1900, it was $265,493,806. Upon only two occasions in the history of the Dominion had it been possible to thus announce a reduction in the debt—in 1871 when Sir Francis Hinks was Finance Minister and in 1882 under the *regime* of Sir Leonard Tilley. He estimated the revenue for the current fiscal year (1900-1901) at $52,750,000 and the expenditures chargeable to the consolidated fund at $46,400,000. The total capital expenditure, however, he estimated at $10,700,000 and thought that probably $1,800,000 would have to be added to the Public Debt. As to the condition of the debt generally the Minister stated that the average yearly increase during the four years of the Laurier Administration had been $1,749,093 as against an average of $6,563,075 in the previous eighteen years.

Dealing with the coming fiscal year, 1901-2, Mr. Fielding estimated an expenditure of at least $44,000,000 on consolidated fund account, and $6,296,000 on capital account, together with supplementary appropriations and bounties on steel and iron production, of at least $1,000,000. He did not expect a much increased revenue, and in this respect thought we had about reached "the crest of the wave of prosperity." The total expenditure upon the South African war was given in detail, and included $1,547,623, expended in 1898-99, upon the Contingents and the Halifax Garrison; $724,068, expended from June 30, 1900, to February 28, 1901, upon the same purposes; and an estimated further expenditure to June 30, 1901, of $120,000—a total of $2,391,692. He spoke of the position of Canadian securities in the British market. Our 2½ per cent. loan of 1897, issued at 91½, was now quoted at 92, while British Consols, which stood at 113⅞ in 1897, were now quoted as low as 97¾. If, therefore, Canadian credit had not actually risen, it had at least not shared in the very natural results which war had brought to the greatest of British Securities. The only change in the Tariff announced by the Minister was the free admission for one year of all machinery used in the equipment of beet-root sugar factories.

Mr. E. B. Osler, a leading financier and prominent capitalist, was selected to reply to Mr. Fielding on behalf of the Opposition. After pointing out that in the last four years the Government had obtained a revenue of $30,980,000 over and above the revenue of the preceding four years, he declared that the surplus should have been treated in one of two ways—either to reduce the taxes or to reduce the Public Debt. Instead of this, it had been spent with a free hand, and the debt actually increased by $6,900,000. "Where are all the professions of economy, and all the platforms of the present Government wher

in Opposition? They proposed to reduce expenditure; they proposed to cease bonusing railways and other works which they thought should not now require public money." The speaker came out very strongly in favour of calling a halt in the squandering of public money for the bonusing of railways and other public works. It was the duty of the Government to cease this policy, in the older Provinces at least. He declared that there was not the slightest effort on the part of the Government to keep expenditure within the revenue.

The debate which followed took straight party lines, with one or two exceptions. Mr. James Clancy took high ground against the alleged extravagance of the Government. They had collected a revenue of $36,618,000 in 1896, and in 1900 one of $51,029,000. They had increased the taxation of the people. In 1896 the customs duties were $3.94 per head, and the excise 63 cents, or a total of $4.57. In 1900 the customs rate had increased to $5.37, the excise to 83 cents, and the total to $6.21 per head. The specific increase upon tobacco and cigars was $1,313,337; upon sugar, $737,534; upon rice, $26,000. While the Minister had taken $14,000,000 more from the people than in 1896, he yet glorified himself for a slight reduction in the Public Debt of 1900. "In arriving at his surplus of $8,000,000, the Hon. gentleman did not include all the expenditures." The receipts for 1899-1900 were $51,029,994, the total actual expenditure was $52,717,466, leaving in reality a deficit of $1,687,472. It was unfair and misleading to separate the capital and consolidated fund expenditures when both were paid in the main out of revenue.

Sir R. J. Cartwright, Minister of Trade and Commerce, defended the Government's financial position and record. It was true that the debt had slightly increased, but it was for such indisputably good purposes as the expenditure of $3,500,000 upon the Crow's Nest Railway; the grant of $1,500,000 for the expenses of the troops sent to South Africa; the discount of about $1,000,000 on the 2½ per cent. loan. As to the future he was very optimistic. "During the next 25 years, in fact, during a shorter period, we will probably have to refund the whole, or very nearly the whole, of our debts. At this moment the charges for our debt and sinking fund are a little over $13,000,000 a year, but if my Hon. friend (Mr. Fielding) succeeds in establishing a 2½, or even a 2¾ per cent. rate, and in dispensing with the sinking fund—as I know he will—the probabilities are that before the 25 years will have expired we will have reduced that $13,000,000 to something like $6,000,000 or $7,000,000." He was quite assured as to the nature of the present tariff. Replying to a remark made by Mr. Cochrane, Sir Richard said: "If he means to say that our tariff is a very high revenue tariff, I will agree with him; if he says it is a protective tariff, I differ."

Mr. A. C. Bell criticised the Minister of Finance for his method of book-keeping and calculation of surpluses. Had Sir Leonard Tilley added to the consolidated fund revenue the sums received from the sale of Dominion lands, as was now done, he would have had a surplus of $8,060,000 in 1883, and one of $8,073,492 in 1884—and these in

days when Canada was, comparatively, small, poor and unimportant. "We find that under the present Finance Minister, the debt has increased from $63.33 per head to $64.75, and the net interest has increased from $1.74 per head to $1.78." The revenues, taxation and debt had all increased, and there was no relief to the burdens of the people. Yet Sir Leonard Tilley, with his surpluses, had reduced taxation in 1882 and 1883 by two-and-half millions, and the Hon. Mr. Foster in 1891 by two millions.

Mr. Charles S. Hyman declared that there had been reductions in the tariff and public taxation. There were 140 items upon which the duties were lower and upon which at least $3,000,000 had been saved to the pockets of the people. Mr. E. D. Smith compared the expenditures in the last five years of Conservative rule, 1892-1896, with the five years of Liberal rule, 1897-1901. The expenditures upon Consolidated fund account had risen from $186,246,120 to $208,461,066, and the total expenditures from $210,202,852 to $247,539,129. The money had not been spent for great public works or improvements. "This additional expenditure is more than half of what the Canadian Pacific Railway cost." In the eight years from 1888 to 1896 the debt had increased annually at the average rate of $2,997,000; under the present Administration it had increased $1,749,093 annually. Surrounding circumstances, he contended, made these figures very striking. During the past five years there had been a plethoric revenue, and good times here and all over the world. Yet the debt had increased annually within a little over a million less than it did in the preceding period of hard times and Conservative rule.

The Leader of the Opposition followed and denounced the Government for not preparing for the future at a time when the revenues were large and the country prosperous. If the Government's claim that they had helped or created this prosperity were correct, why, he asked, did they not guard against future depression instead of hinting at its possibility? What was the purpose of the present tariff? "I have always understood that a revenue tariff was designed to produce a revenue fitting for the requirements of the Government; but here is a tariff which produces in excess of the requirements of the Government by no less than $6,000,000." After speaking at length upon the Preferential trade issue, Mr. Borden moved the following Resolution:—

That, in the opinion of this House, the welfare of this country requires a pronounced policy of adequate protection and encouragement at all times to the labour, agricultural, manufacturing, mining and other industrial interests of Canada;

That, in the op nion of this House, the adoption of a policy of mutual trade preference within the Empire would prove of great benefit to the Mother Country and to the Colonies, and would greatly promote the prosperity, unity and progress of the Empire as a whole, and that the present time, when the Commonwealth of Australia is laying the foundation of its fiscal system, is particularly opportune for taking prompt and energetic steps towards the furtherance of this object.

This House is further of opinion that equivalent or adequate duties should be imposed by Canada upon the products and manufactures of countries, not within the Empire in all cases, where such countries fail to admit Canadian products and manufactures upon fair terms, and that the Government should take for this purpose all such available measures as may be found necessary.

A prolonged discussion followed this amendment, lasting until March 29th, and covering a great variety of trade and tariff matters. On the final date mentioned, the amendment was voted down by 118 to 64. On May 22nd, Mr. Borden raised another debate upon the financial situation in a lengthy and elaborate speech made in connection with an amendment to the motion to go into Committee. He commenced by stating that the old-time Liberal adjective of "extravagant," as applied to a Conservative expenditure of $38,000,000, was now changed into one of "generous," as applied to an expenditure of $53,000,000. In 1896 the people had paid in customs and excise taxes $27,759,285; in 1900 they paid $38,242,222. Of course, the country had been prosperous, and the revenues had increased generally. Yet "the expenditure, for the present year exceeds $50,000,000, and that proposed for the year ending June 30, 1902, runs up to over $60,000,000." He expressed the belief that the Government was fixing too high a rate of expenditure, and was not living up to the warnings of their own Finance Minister in his Budget speeches of 1900 and 1901. He pointed out that while the revenue for the current year from June 30, 1900, to May 20, 1901, showed an increase of $1,335,162, the expenditure showed an increase of $2,883,111—chiefly upon railways and public works. As to the moneys spent upon these projects, he did not see any definite plan or purpose beyond that of pleasing clamourous sections or supporters by a sort of hand-to-mouth policy. Mr. Borden then moved a long Resolution, stating that the total expenditure had increased from $42,272,136 in 1892 and $44,096,383 in 1896, to $52,717,466 in 1900; that the estimated revenue for the year ending June 30, 1901, would be the large sum of $52,750,000, while the Public Debt during the current year was expected to be increased by the sum of $1,800,000; that the Finance Minister estimated the bounties on iron and steel during the ensuing year at $1,000,000 and perhaps more; that the supplementary estimates for 1901 were $3,759,716, which, with those for 1902 of $9,609,717, together with Railway subsides of $3,558,472, and the main estimates of $50,398,823, made a total of nearly sixty seven and a half millions. In view of all these statements he concluded his motion as follows:—

> That this House desires to place on record its opinion that the expenditure for the year ending June 30, 1901, and the proposed expenditure for the year ending June 30, 1902, are excessive and extravagant, and it regrets that the Government, with the exceptionally large revenue at its command, has not only failed to reduce, but has largely increased the Public Debt, and has not shown proper appreciation of the extreme difficulty, if not impossibility, of reducing in future years the very high standard of expenditure which is being fixed during a period of great prosperity.

Mr. W. S. Fielding, Minister of Finance, replied. He welcomed the warning as to moderation in expenditure, and described it as the view he had himself been expressing. At the same time he did not believe in standing still, and thought the great strides made by Canada in recent years had so far justified the increases in expenditure. "We

have been carrying on large operations; we have been developing our country in many ways." This was illustrated in the Yukon, and in the increased business of the Intercolonial Railway as well as in the development of export trade from $127,461,000 during the ten months ending April, 1900, to $144,520,000 in the similar current period. As to the assumed expenditure of $67,000,000 next year, he drew attention to the difference which always exists between appropriations and actual expenditures. The standard of expenditure depended entirely upon national conditions, prosperity, population, etc. If the amount per head was $9.80 last year, it was $12.90 in 1884, $10.83 in 1885, and $13.47 in 1886. Of course, the last two years had been those of the North-West troubles, but then, in 1900, the Government had the South African war to deal with. He answered the charge of increasing the Public Debt, with a surplus in the Treasury, by quoting similar conditions under Conserative rule.

As to the alleged desirability of a definite policy regarding expenditures, Mr. Fielding came out with a clear declaration. "Wherever there is found in any Province of Canada a proposition to construct a railway, or a breakwater, or a wharf, or anything else, which comes within the class of public works which this Parliament usually deals with; and wherever it can be shown to the satisfaction of the Government that the construction of that work will be of use to the public generally and assist in the development of the trade and commerce of the country, that undertaking this Government are disposed to favourably consider." Turning to the question of details in expenditure, he inquired how much of this $67,000,000 the Opposition had moved to strike out. Much of the money voted for harbours and rivers, to which general exception had just been taken, was to be spent in the Maritime Provinces from which the Leader of the Opposition came; some of it was devoted to his own county. Yet none of these items had been seriously or successfully criticized.

He declared that the Conservative members were not the men to declaim with justice against increased expenditures. During the present Session Dr. Sproule had urged a bounty to beet-root sugar manufacturers, Mr. E. D. Smith had wanted more money spent on cold storage, Mr. A. C. Bell had desired more land bought for certain public buildings in Ottawa, Mr. Borden himself had supported some of these proposals, Mr. F. D. Monk had wanted another million spent on the St. Lawrence River improvements, Mr. E. F. Clarke had urged further expenditures upon Toronto harbour, the Hon. Mr. Haggart had advocated the Georgian Bay Canal project with its obligations of many millions, and Mr. Maclean had urged the Government to purchase the railways of the country. Yet they all denounced the Government for extravagance, and overlooked the fact that a reduced tariff had saved the people some $6,000,000 during the past four years. Speeches followed from Messrs. Samuel Barker, David Henderson and R. H. Pope—all Conservatives—and the Resolution was then voted down by 100 to 51.

Financial Position of the Provinces

The receipts and expenditures of Ontario in 1868, were, respectively, $2,443,686 and $1,484,506; in 1878, $2,284,656 and $2,914,864; in 1888, $3,602,862 and $3,544,835; in 1899, $4,103,478 and $3,717,404. In Quebec they were $1,529,843 and $1,181,932 in 1868; $2,018,482 and $2,577,171 in 1878; $2,738,768 and $3,365,032 in 1888; $4,223,579 and $4,201,023 in 1899. The other Provinces have shown much smaller figures in their finances. The receipts of Nova Scotia in 1868 were $466,181 and in 1899, $876,828; the expenditures were, $532,808 in 1868 and $852,379 in 1899. The receipts of New Brunswick were $555,293 in 1868, and $764,439 in 1899; and the expenditures were, respectively, $485,267 and $749,644. Manitoba, in its first statistically organized year (1875) had receipts of $74,534 which had grown by 1899 to $776,234. The expenditures rose in the same years from $133,390 to $972,462. The revenue of British Columbia in 1872, when it entered Confederation, was $327,216 and in 1899 it had grown to $1,531,639. Meanwhile the expenditures increased from $432,083 to $2,156,474. Prince Edward Island had receipts of $270,559 in 1868 and $282,678 in 1899. Its expenditures were, respectively, $299,867 and $276,789.*

The debt of the Province of Ontario has been a much disputed point in Provincial politics. According to the Report of a Royal Commission in March, 1900, the liabilities of the preceding year consisted of Railway and Annuity certificates with a present value of $3,053,876 and there was a surplus of assets over these liabilities of $2,250,832. The gross debt of Quebec in 1882 was $15,549,613 with assets of $8,725,943; in 1892 the figures were, respectively, $28,731,263 and $13,903,993; in 1900 they were $36,120,393 and $13,888,538. Nova Scotia in 1882 had a gross debt of $98,718 with assets of $596,183; in 1892 the figures were $3,133,761 and $1,506,619, respectively; in 1900 they were $4,059,518 and $1,346,216. New Brunswick had a debt of $1,228,413 in 1882 without stated assets; in 1892 the debt was $2,729,517 and the assets $561,228; in 1900 the figures were respectively, $3,449,966 and $598,880. The debt of Manitoba in 1882 was $108,151 and the assets $243,061; in 1892 the debt was $3,618,637 and the assets—including $3,707,196 of a Dominion Government debt allowance—were $6,417,965; in 1900 the figures were $8,615,863 and $9,566,056. British Columbia had a debt of $800,566 in 1882 with assets of $616,566; in 1892 the figures were $2,876,036 and $1,842,424, respectively; in 1900 they were $8,866,868 and $3,098,304. The total gross or actual debt of all the Provinces in 1900 was, therefore, $64,247,678.

The Finances of Ontario

On February 21, 1901, the Hon. G. W. Ross, Premier and Treasurer, delivered his Budget speech at Toronto. The assets of the Province upon December 31, 1900, were described as follows: Direct investments, $251,243; Funds held by the Dominion in behalf of the Province and upon which interest at the rate of 5 per cent. per annum is payable,

*These figures are condensed from the voluminous statistics of the *Statistical Year Book.*

$4,758,135; Common School Fund held by the Dominion on behalf of the Provinces of Ontario and Quebec and upon which interest is payable at the rate of 5 per cent. and divisible as between the Provinces in ratio of last decennial census (1891) $1,492,475; Bank balances, $1,033,546—a total of $7,535,400. The liabilities included the balance of an account current with the Dominion, from Confederation to date, of $1,815,848; Common School Fund collections, payable to the Dominion in trust, $4,010; Railway certificates, estimated at present value, $1,274,847; Annuities, estimated at present value, $1,860,222—a total of $4,954,929. These figures left a surplus of assets amounting to $2,580,471.

The receipts for the year 1900 were given as follows: Dominion Subsidy, $1,116,872; Specific Dominion Grant, $80,000; Interest on capital held and debts due by the Dominion to Ontario, $242,414; Interest on investments, $39,509; Crown Lands Department—including Woods and Forests, $1,447,949; Law Stamps, $55,410; Licenses, $354,045; Education Department, $53,208; Secretary's Department, $76,889; Fisheries Department, $35,443; Supplementary Revenue Act, $229,774; Succession Duties, $226,676; Public Institutions, $85,203; Casual Revenue, $106,072; Drainage Debentures, $33,823; Miscellaneous, $17,785. The total receipts were $4,201,080.

The total expenditures were $4,003,729, including the following principal items: Civil Government, $265,347; Legislation, $142,773; Administration of Justice, $427,854; Education, $758,466; Public Institutions, $828,201; Agriculture, $209,168; Hospitals and Charities, $184,898; Repairs and Maintenance, $89,040; Public Buildings, $163,631; Colonization Roads, $133,926; Charges, Crown Lands, $162,861; Refunds, $105,860; Miscellaneous, $246,809; Railway Aid certificates, $139,869; Annuity Aid certificates, $102,900; Miscellaneous, $42,120. The balance in the banks on January 1, 1900, was $836,195, and on December 1st of the same year it amounted to $1,033,546. Mr. Ross, in the course of his speech, pointed out that the receipts for the year 1900 were $9,452 in excess of the estimates, and showed an actual surplus over expenditure of nearly $200,000. The actual expenditure was $99,991 less than the estimate. For 1901 he estimated the receipts at $3,795,872 and the expenditure at $3,782,406—although there might be supplementary items later on.

He pointed out the chief increases in the estimated expenditure as being $10,000 for Civil Government—really a transfer of account; $20,000 for Education arising out of additional expense in new districts and a grant of $10,000 for Technical Schools; $9,000 under the head of Public Institutions for the establishment of an asylum at Cobourg; $7,000 additional for Hospitals and Charities; $40,000 under the head of Public Buildings for improvements at Cobourg and additions to the Agricultural College at Guelph; $10,000 added to the Crown Lands vote for surveys in the Temiscaming and Rainy River districts. There was a decrease of $10,000 in the estimate for

Agriculture; $3,000 in that for Repairs; $10,000 in that for Public Works and $16,000 in that for Colonization roads. The Treasurer expressed the belief that there would be a considerable reduction in revenue during the current year and then proceeded as follows:—

It might be interesting to spend a few minutes in summing up the transactions of the Government since Confederation. Starting with a new century we will be in a better position to adapt ourselves to the new conditions of the country, if we rightly understand the efforts of the past. Briefly stated, our receipts since Confederation were $108,808,724.14, and our expenditures, $107,775,177.83, leaving a surplus to our credit on December 31st last, in actual cash, of $1,033,546.31. Adding the receipts and the expenditures together gives an aggregate of nearly 216 millions of dollars which have passed through the hands of the Government, in regard to which there has been no loss, no embezzlement, no scandal, or no evidence of financial mismanagement whatever. Whether this money was all expended in the most useful manner possible, it is not for me to say, still it is gratifying that in connection with our great railway enterprises and our public works, nothing has appeared to show that the Government has not acted with prudence and with business-like precision, as well as with frugality and a deep regard for the public interests. This fact is alike creditable to the Government and the men in its employment. I doubt if any Loan corporation in Canada or any Banking institution can say after 35 years of business that all its investments and its expenditures were more wisely placed than ours, or that the moneys entrusted to its officers were more safely handled. Where municipalities have lost hundreds of dollars by defaulting officers, the amounts we have lost are hardly worthy of mention.

The Treasurer then gave an elaborate and comprehensive table of Provincial receipts and expenditures since Confederation—July 1, 1867, to December 31, 1900. Included amongst the receipts were $48,827,992 from the Dominion Government; $26,241,118 from Woods and Forests; $2,373,393 from the Municipal Loan Fund; $2,486,999 revenue from Prisons and Asylums; $3,625,382 from Interests on Investments; $2,066,529 from Annuities sold; $6,004,774 from Liquor Licences; $5,636,617 from other Licenses, Fees, etc. The expenditures included $22,236,013 upon Governmental services; $2,826,458 paid to the Dominion; $7,000,841 paid to Railways; $3,389,537 expended upon Colonization Roads; $9,750,887 spent on construction of Public Buildings; $18,593,109 for the maintenance of Public Institutions; $3,500,080 spent in yearly grants to Hospitals and Charities; $18,672,772 expended upon Education; $3,412,343 upon Surveys, etc.; $3,388,777 surplus distribution to Municipalities under Acts of 1859 and 1873; $4,438,086 expended upon Agriculture and Arts; $1,040,697 upon Immigration.

After a general and detailed eulogy of the administration of affairs under the Governments of Sir Oliver Mowat and the Hon. A. S. Hardy, Mr. Ross proceeded to outline his own policy for the current year and immediate future. His programme included aid to the mining industry of the Province, the encouragement of a beet sugar industry, the promotion of a trade in dressed beef, the establishment of a Remount Station in Ontario under Imperial auspices, and the construction of railways in the newer regions of the Province.

Lieut.-Col. Arthur James Matheson, who for some years had filled the position of Opposition critic in financial matters, replied to the

Treasurer at some length. He declared that no correct view of the finances of the Province had been given; that instead of a surplus there was actually a deficit this year as well as an expected one next year; that the sum of $636,000—being the bonus on timber sales made in 1899 and a special matter—should not properly be included as regular receipts; that $24,000 which had been received on capital account for Drainage debentures, should not be accounted as ordinary revenue; that certain special expenses, such as the cost of the London Normal School, the Cobourg Asylum, the National Patriotic Fund, and the Ottawa Fire Fund should be deducted from the ordinary expenditures—leaving a practical deficit between regular revenue and expenditure of $288,000. Regarding the assets and liabilities, the speaker had a good deal to say. He felt satisfied that $300,000 for interest should be added to the admitted liability to the Dominion in the Common School Fund account of $1,815,848.

Another $117,000 liability should be added in connection with the Indian treaties. These items went to show how misleading the Hon. Treasurer's statement of the financial position was. The Common School Fund, which was included as an asset, was held by the Dominion and Ontario's share therein fluctuated. It varied according to population, and fluctuated on the taking of the Census every 10 years. If Quebec increased in population at a great ratio, Ontario's share would be decreased. It was in reality a trust fund, and the revenue therefrom was a subsidy. The same was true of the Grammar School Fund. These funds were not available for the payment of Railway Certificates or Annuities, or to pay off any indebtedness to the Dominion Government. It was the same with the Upper Canada Building Fund, which was a trust fund for Municipalities. Not a dollar of these funds was available to pay the Province's debts. The Dominion Government was not empowered to pay over one dollar of the capital without special Acts of Parliament, both in the House of Commons and the Ontario Legislature. But suppose the Province could spend it, it would lose at once $142,000 annual revenue. Why not at once issue debentures and pay the interest? To spend the capital would be worse than borrowing at 5 per cent. Reduced to an actual basis, the indebtedness of the Province was five millions, and its only real assets were the drainage debentures and the cash on hand, a total of $1,200,000. That was to say, it owed nearly $4,000,000 over and above every available asset it had.

During the continuance of the Budget debate, on February 26th, Mr. Andrew Pattullo replied to Col. Matheson. He contended that there was no exhaustion of the Province's resources; that the expenditure was actually less than it had been ten years before; that the money spent was in the interests of the public and suited to the growing requirements of the Province; that in any case the Opposition had nearly always concurred in the specific items of expenditure either in connection with public buildings, mining matters or Colonization roads. Mr. James Pliny Whitney, K.C., Leader of the Opposition, who had held that position since April, 1896, followed. He declared the surplus of assets over liabilities to be a fiction; referred to the changed attitude of the Government regarding the long-claimed surplus of five or six millions of dollars; and spoke of the taxation of companies and financial interests as constituting that direct taxation which the Opposition had warned the Government for years past was coming as a result of their policy. As to the financial policy of the Opposition, he summed it up as follows:—

If returned to power, they would first wipe out direct taxation. They would not grant railway subsidies without careful investigation first, and without stipulating for being recouped and retaining entire control over rates for traffic and passengers. Public schools would be remodelled, and examination expenses to pupils reduced to actual cost. A substantial increase would be made in the grants to public schools. The system of contracts with regard to public school books would be supervised. The needs of the University of Toronto would be immediately considered, as it was cruelty to allow them to remain suspended between Heaven and earth. Grants to agriculture would be increased as soon as finances would permit, with a view to increased aid to agricultural schools.

After a general discussion, frequently adjourned, the financial statement was accepted on March 12th, by a vote of 44 to 34. On April 2nd, the Treasurer presented to the House the supplementary estimates of expenditure, which included a $50,000 grant to construct a Science Building in connection with Toronto University; $16,000 for the Pan-American Exposition at Buffalo; $5,000 for the School of Mining at Queen's University, Kingston; $14,050 for repairs to Public Institutions; and reached a total of $182,884.80. On October 19th, an official statement was made public by the Provincial Treasurer, which showed receipts for the nine months ending September 30th, of $3,378,653, and expenditures of $3,098,792. This left a surplus of $279,861, with appropriations of $865,810 still unexpended. Early in the succeeding year, the Premier and Treasurer published his statement showing the receipts for the year 1901, as $4,466,043, and the expenditures as $4,038,834—a surplus of $427,209.

The Ontario Royal Commission Report

In his Budget speech the Treasurer referred at length to the Royal Commission, which had been appointed in the preceding year to inquire into and report upon the financial condition of the Province, and which was composed of Messrs. Bryon E. Walker, General Manager of the Canadian Bank of Commerce; Angus Kirkland, Manager of the Toronto Branch of the Bank of Montreal, and John Hoskin, K.C., President of the Toronto General Trusts Company. It had reported on March 6, 1900, and the Treasurer in February, 1901, quoted it as having examined, with expert aid, all the books, receipts, expenditures and bank balances of his Department, and as having declared the book-keeping to be excellent, the accounts properly kept and every balance sheet as admitting of exact verification. "We may well congratulate ourselves, as a Government, on this condition of things after nearly 30 years of service." Mr. Whitney, on the other hand, had declared in the same debate that this Report proved the falsity of the elaborately presented and long maintained claim of the Government that they had a surplus of five or six millions in assets over all liabilities, and pointed out that they were now compelled, as the Opposition had long urged, to include Railway certificates and Annuities amongst the liabilities. So important is this document to any clear comprehension of the finances of the year that it seems necessary to include a summary of the Commissioners' statement at this point:—

ASSETS.

Bank balances, or actual cash in hand	$597,526.38
Funds held by the Dominion in behalf of Ontario, upon which interest at a rate of 5 per cent. per annum has been settled as payable to the Province half-yearly	4,758,135.15
Common School Fund held by the Dominion on behalf of the Provinces of Ontario and Quebec, upon which interest at the rate of 5 per cent. per annum is payable, divisible as between the Provinces in ratio of the last decennial Census, $2,521,371.10; upon basis of 1891 Census, Ontario's share being	1,479,656.10
Direct Investments in :—	
Drainage Debentures	118,019.30
Tile Debenture Coupons	120,732.17
Municipal Drainage Assessments	37,196.47
Sault Ste. Marie Debentures	29,152.65
Total	$7,140,418.22

LIABILITIES.

Balance of account current with the Dominion from Confederation to date, including Common School Fund and other transfers; Capitalization of the bounty of the Crown under tribal treaties assumed by the Dominion, the capital having been apportioned to the Provinces under various awards; with interest upon said account current and including interest as between Ontario and Quebec not finally adjusted	$2,000,000.00
Common School Fund collections by Ontario from January 1, 1898, payable to the Dominion in trust for both Provinces—less Ontario's share upon basis of last Census	5,267.88
Present value upon basis of 3½ per cent. per annum of Annuity payments of $1,937,231.90, and Railway certificates of $1,180,483.00	3,117,714.90
Liability to other Crown trusts in connection with certain land sales; mortgages for which were taken over by these trusts upon the guarantee of the Consolidated Revenue Fund	59,562.15
Total	$5,182,544.93

These figures left the surplus of Assets over Liabilities at $1,957,873.29.

The Finances of Quebec

The Hon. H. T. Duffy, Provincial Treasurer, delivered the annual statement of the Province's financial position on March 7th. He first summed up the condition of affairs during the five years preceding Mr. F. G. Marchand's accession to power in 1897, in order to show the difficulties which that gentleman had to face in managing the Provincial finances. During that period, he stated, the Public Debt increased by $3,869,081; the Funded Debt increased by $9,021,334; there was a yearly average

deficit of $291,481 and a total one of $1,457,408; there were increased taxes amounting to $2,262,452; and increased interest charges of $123,082. In the first year of the new Government, ending June 30, 1898, the total deficit was reduced from $984,043 to $213,030; in the second year there was a surplus of $15,179; in the third year the surplus was $36,612. This he claimed, resulted from economy and involved no increased taxes.

For this last year, ending June 30, 1900, the ordinary receipts were $4,451,578 and the ordinary expenditure, $4,428,385. The estimates had been $4,204,899 in receipts and $4,155,755 in expenditures. There had, therefore, been a considerable increase in both receipts and expenses. The chief items of increase in the receipts over the preceding year were in Lands, Forests and Fisheries $256,126; Mines, $7,835; Law fees, $5,552; Direct Taxes on Commercial Corporations, $13,972; Lunatic Asylums, $32,473. The first item was mainly owing to the increased demand for timber, and especially for pulp-wood. The principal increases in expenditure were $9,535 for Legislation; $16,221 for Civil Government; $17,111 for the Administration of Justice; $63,743 for Public Instruction; $18,341 for Agriculture; $45,000 for Colonization; Lands, Forests and Fisheries $28,135. There had been revenue decreases from the Dominion of Canada of $41,145 in amount; from Licenses, $20,307; and from Succession Duties, $17,130. The reductions in expenditure were mainly in connection with the debt and amounted to $20,263.

The Treasurer intimated that there was a steady decrease going on in the amount received from the Succession tax and that it might be necessary to copy the English legislation under which transfers of property by donation within a certain period of the owner's death are regarded as transmissions by inheritance. Referring to the general position, he pointed out that the Provincial revenue was not an expanding one; that while population increased and commerce extended the Dominion subsidies remained the same; and that the interest on the Public Debt, amounting to $1,500,000, was always present. The estimated revenues for the year ending June 30, 1902, were $4,321,761 and expenditures $4,267,643. According to the official figures published at a later period in the year the actual receipts up to June 30, 1901, were as follows:—

Dominion of Canada	$1,278,987
Administration of Justice	249,182
Lands, Forests and Fisheries	1,465,003
Licenses—Hotels, Shops, etc	661,968
Direct taxes on Commercial Corporations	214,157
Succession Duties	163,511
Maintenance of Insane	71,338
Interest on price of Q. M. O. & O. Railway	300,117
Trust Funds and Deposits	135,711
Miscellaneous	276,236
	$4,816,210

The expenditures included $1,549,275 upon the Public Debt,

$235,596 upon Legislation, $278,307 upon Civil Government, $534,114 upon the Administration of Justice, $427,589 upon Public Instruction, $147,555 upon Public Works and Buildings, $199,217 upon Agriculture, $138,425 upon Lands, Forests and Fisheries, $189,390 upon Colonization and Mines, $345,000 upon Lunatic Asylums, $123,318 upon Railway subsidies and $528,208 upon miscellaneous matters and services. The total expenditures were $4,756,002.

In the course of his speech Mr. Duffy stated the Funded Debt of the Province on June 30, 1900, at $35,072,027, Temporary Loans at $700,000, Trust Deposits at $348,366, Outstanding Warrants at $132,666, Railway subsidies, authorized but not yet earned, at $725,667, the grant for the bridge over the St. Lawrence at $250,000, loss on Exchange Bank Deposit, $25,218 and Quebec Court House Bond, $176,000—a total of $37,429,946. Against this were certain assets amounting to $10,650,795 and of which the chief items were $7,600,000 due and unpaid on the sale of the Q. M. O. & O. Railway, or North Shore Line, to the Canadian Pacific Railway, and $2,394,000 of a Railway grant under Dominion Act 47, Victoria. The net debt on that date was therefore $26,779,151. On June 30, 1901, according to the subsequent official statement it was $26,072,419—a reduction of over $700,000. After a long reference to the arbitration of accounts between the Province and the Dominion, Mr. Duffy spoke of the change of deficits into surpluses, the checking of the debt increases, the prosperity of agricultural interests, the encouragement of colonization and the development of a pulp and paper industry. He concluded with the statement that "our people are united and happy."

The Hon. Mr. E. J. Flynn, Leader of the Opposition, briefly criticised the Budget. Any little surplus which existed was due to the sale of water powers and other infringements upon capital. The Conservative Administration in 1896 had been severely criticised because they had spent $3,978,424 and yet the present Government had voted for 1900-01 ordinary expenditures of $4,510,000 and a total amount of $4,899,435. Special warrants which the Liberal party and the members of the present Ministry had once denounced, were now being issued to an alarming extent—$67,130 in 1898 and $175,664 in the current year from July 1, 1900, to February 1901. He quoted from a speech of the Hon. Mr. Gouin at Montreal on March 4th to prove that the situation was not satisfactory and that members of the Government were not working in harmony. He urged that the Dominion Government be asked for better terms and a larger subsidy. The Chapleau and Ross Ministries (Conservative) had tried the plan as had his own Government in 1896-97. The appropriations for the coming year he considered quite insufficient, and this was proved by the increase in the warrants while the revenues were being swelled by such extraordinary means as the sale of timber limits, water powers and the Seigneury of Mingan for $447,804.

The speech of the Hon. Lomer Gouin, Commissioner of Public Works, referred to by the Opposition Leader, was delivered at a

banquet given to the Minister by the East End Liberal Club, of Montreal. Amongst the other guests were Mayor Prefontaine, M.P., Senator Dandurand, Senator Mackay, Messrs. Duffy and Dechene, of the Provincial Government, and Messrs. O. Desmarais, M.P., and R. Lemieux, M.P. In the course of his speech Mr. Gouin spoke of the necessity of larger subsidies from Ottawa. "As things were going at present the Provinces were not receiving their just share from the Federal power." The needs of Quebec had greatly increased, and had the Fathers of Confederation foreseen the present requirements, they would have granted far more than the $1,500,000, which seemed sufficient in their day. The Chapleau, Ross, Mercier and Flynn Governments had all felt this necessity coming, and had pressed for increased grants. There were only three other ways out of the difficulty—increased taxation, borrowing money, or sale of the public domain. The first two the people had decided against in 1897, and the last alternative it would be the present Government's duty to oppose.

He respected the opinion of those who considered that legislative union of the Provinces would work out our destiny more quickly, but he did not agree with that opinion. The Provinces, as they were now constituted, helped the central power, and he believed they had a right to exist as at present constituted. He hoped they were not on the eve of a revolution, but if the rights of the Provinces were not recognized by the central power, there would be found some man to paraphrase Sieyes' celebrated saying and exclaim: "What are the Provinces in the Dominion?" and the answer would be "Everything."

In following the Minister, Senator Dandurand suggested that they might, in the meantime, tax the transactions of the stock markets in the cities of the Province. This proposal for a readjustment of the Federal subsidies and an amendment of the British North America Act created some discussion. The Quebec *Chronicle* pointed out that if a change was made from the basis of 90 cents per head of the population, as it was in 1861, to that of the Census of 1891, it would involve an increase for Quebec of $301,574, while Ontario would receive $574,584 more than at present. The Dominion was simply, in this connection, a tax-gatherer. "The subsidies it pays have been already collected from us by Federal officers, and if we receive more, we shall certainly have to pay more." Other papers declared that the situation was due primarily to the carnival of extravagance which prevailed while Mr. Mercier was Premier from 1887 to 1891. The Conservative organs maintained, as against Mr. Duffy's figures of increased expenses and taxation during the last years following that *regime*, that they resulted from the necessary process of lifting the Province out the severe financial difficulties then incurred. No definite action was publicly taken upon the proposal for increased subsidies, and there was certainly no hint of it in the Budget speech.

Finances of Nova Scotia

On March 5th, the Premier and Provincial Treasurer made his annual financial statement for the year ending September 30, 1900, in the House of Assembly, at Halifax. In commencing, Mr. Murray referred to the almost stationary condition of the revenue, which had prevailed for many years in the

Province, but was now, happily, a thing of the past. During the last three years there had been a substantial balance on the right side, and the Government had been able to deal liberally with the great services of the Province, such as education, charities, roads and bridges. Yet they had not been compelled to do as the other Provinces had done—resort to more or less direct taxation to make ends meet. Not a dollar was collected from the liquor traffic, nor was there any taxation of home or foreign corporations. In this respect the only change since Confederation had been the imposition of Succession duties.

Wise legislation, in dealing with the mineral development of the Province, was, he believed, the cause of this stability of position. The revenues in 1896 were $841,159; in 1897, $832,240; in 1898, $855,960; in 1899, $876,827; in 1900, $1,014,123 in place of the estimated income of $948,906. The largest item in this amount was the allowance from Ottawa, which totalled last year $432,806, and included the Federal subsidy and the interest on $1,056,128 still held by the Federal authorities to the credit of the Province. Next year, he thought, the royalties on mines and minerals would exceed this sum. During the year, under consideration, they had amounted to $413,874 as compared with the estimate of $390,000. In this connection the Treasurer gave a table of the tons of coal sold, and the royalty received thereon since 1874. The figures may be summarized as follows at five year periods:—

Date.	Rate of Royalty.	Tons.	Royalty.
1874	9 7/10c	749,127	$77,354
1879	"	688,628	40,840
1884	"	1,261,650	86,277
1889	7 ½c	1,755,107	128,395
1894	12 1/2c	2,019,742	209,330
1900	"	2,997,546	353,102

The total production for the period was 39,787,264 tons, and the royalty collected thereon was $3,599,824. The average yearly production had increased from 906,268 tons in 1874-84 and 1,587,959 tons in 1885-91 to 2,078,065 tons in 1892-1900. The average royalty had grown from $66,698 in 1874-84 and $121,304 in 1885-91 to $224,112 in 1892-1900. Tracing the policy of his Government in this connection, Mr. Murray pointed out that the sales from 1892—when the royalty was raised to 10 cents per ton—to 1900 were 18,702,591 tons. Had the royalty remained at 7½ cents, the amount raised would have been $1,402,694 instead of $1,870,259, or an average difference of $51,950 per year. Taking into consideration the portion of the coal, which paid 12½ cents instead of 10 cents since 1893 the total loss to revenue under the old rate would have been $684,743 between 1892 and 1900. Without this money the ordinary grants to roads, bridges and education would have had to be reduced and, the Treasurer added, the subsidizing of railways probably abandoned. Yet the Conservative party had bitterly opposed the lease to the Whitney syndicate and the policy which had made this revenue development possible.

Another important source of revenue was that derived from Succession duties. The estimate for the year had been $25,000; the amount received was $29,688. The estimate from Hospitals had been $47,000; the returns were $48,574. The other items were small and the total, as already stated, was $1,014,123. The total expenditure was $937,261, leaving a stated surplus of $76,861. The chief items of expense were as follows: Agriculture $39,018; Debenture interest, $147,413; Education, $250,365; Public charities, $128,180; Road grants, $90,850; Legislature expenses, $50,775; Steamboats, packets and ferries, $40,864; Provincial Engineer's Office, $10,909; Mines Office, $23,975; Public Works Department, $24,436; Miscellaneous, $68,028. These amounts made a total of $874,813 and with other items make up the expenditure to a total of $937,261.

The expenditure on capital account for the year was $292,368 including $77,667 on Bridges, $6,864 on the construction of smaller Bridges, $205,000 for Railway subsidies and $2,831 on road-making machinery. The total liabilities of the Province on September 30, 1900, were $4,059,517 and, against this amount, the chief asset was $1,056,128 held in trust at Ottawa. "This asset, together with some of doubtful value would make the net debt of the Province at the end of the fiscal year, $2,713,301." Speaking in the House on March 13th, the Treasurer made a reference to the surplus which was important. "The Government at the end of the last fiscal year found themselves with a surplus on hand of $76,000. On the other hand they had expended $292,000 on capital account. There was only one course for the Government to take, and that was to take the $76,000 of surplus and apply it to decrease the general indebtedness of the Province." In this general connection, though not referred to by Mr. Murray, nor directly connected with Provincial finances, it may be mentioned that the Dominion supplementary estimates in April gave $443,400 to improvements upon the Intercolonial Railway—which is so intimately associated with Nova Scotia affairs. Later on, the Province received an award upon its claims regarding the Eastern Extension Railway from the Dominion Government, and the Premier stated that this sum of $671,000 would be placed to the credit of the Public Debt account.

On April 1st the Premier and Provincial Treasurer submitted the estimates of receipts and expenditures for the year ending September 30, 1901. He expected to receive $1,034,906 from all sources. The subsidy from the Federal Government would be $432,806 and the royalties from coal would probably be $460,000—an increase of $40,000 over the preceding year. From Crown Lands he expected $35,000; from the Hospital for Insane, $49,000; from Succession duties, $30,000. The principal expenditures which he proposed included $35,500 on Agriculture, $258,000 on Education, $15,000 on Crown Lands, $50,000 on Legislature expenses, $17,450 on Public Works, $25,000 on Mines, $132,100 on Charities, $15,000 on Printing, $50,247 on Steamboats, packets and ferries, $20,600 on Salaries, $216,405 on Road grants, $148,171 for the payment of Debenture

interest, $10,966 for the Sinking Fund, $9,000 for the Miners' Relief Fund, and $11,000 for the refund of Succession duties on certain bequests of a charitable, religious and educational nature. Upon Bridges, $220,000 was to be spent out of the capital account. Mr. C. E. Tanner followed and criticized especially the Roads' policy of the Government. He favoured placing the entire grants in the hands of the Municipalities. Mr. C. S. Wilcox supported him, while Mr. E. M. McDonald spoke at length for the Government. An amendment along the lines proposed by the Opposition Leader was defeated by 24 to 4 votes.

The financial statements of the Treasurer came in for the usual political criticism when the elections approached in the Autumn. It was then pointed out that when the Holmes-Thompson Conservative Government assumed office in 1878 the Provincial debt was $384,406; when they retired to make way for Mr. Fielding in 1882, it was $312,766; when Mr. Murray made his recent statement it was over $4,000,000. The reply of the Liberal press—Halifax *Chronicle*, September 26, 1901, was to state the items of the debt as including $902,000 spent on Railways; $1,755,447 spent on Bridges; $599,619 spent on Roads; and the balance on charities, agricultural institutions, etc. They claimed that the credit of the Province had greatly increased, and that the position of Nova Scotia was superior to that of any part of Canada in this respect. Its net debt was $5.90 per head; that of Quebec was $13.73 per head; New Brunswick, $8.56 per head; British Columbia, $31.64 per head; and Manitoba $58.70 per head.

In the matter of increased revenue, the Opposition claimed that it was due to causes over which the Government had no control, with the exception of Succession duties "paid by the widows and orphans" and an extra coal royalty, "which the consumers paid fifty times over in the increased price of their coal." The great services of the Province, according to the Halifax *Mail* of September 10th, got little, if any benefit from it. "Our school teachers are receiving less remuneration than they did twenty years ago, and the roads of the Province are in a confessedly worse condition than they were in 1882." The greater portion of this increased revenue went to pay interest and sinking fund "on a permanent debt which Mr. Fielding and his successors have succeeded in placing by way of mortgage on the Province." This interest was figured up from the blue books as having risen from $1,150 in the beginning of 1884, when Mr. Fielding assumed office, to $106,012 in 1891; to $140,121 in 1896 when Mr. Murray became Premier; and to $174,194 in 1900. This amount was yearly and steadily increasing and already absorbed one-fifth of the Provincial revenue. As to the expenditure of the money borrowed under these conditions the Opposition took strong ground. The sum obtained for Bridges was alleged to have been spent as a corruption fund in general elections and should have been spent, so far as it was really required, out of current revenue. So with the Roads' money. It was also claimed that as the Coal royalties increased the Road

grants diminished. In 1897 the former were $224,331 and the latter $83,988. In 1900 they were, respectively, $353,102 and $73,994.

One of the subjects connected with finance, which the Assembly discussed during the Session, was that of auditing the Provincial Accounts. On February 25th, the Premier had moved his Bill relating to this matter, and providing—according to the summary of Mr. C. E. Tanner—that the Lieutenant-Governor-in-Council might appoint a person to audit the accounts of such Departments as should be determined on. The salary of this official was to be fixed by the Government, and the person appointed was to make an annual report to the Provincial Secretary. Mr. Tanner objected strongly to the measure. It was very late in the years of Liberal rule in Nova Scotia to bring down such a Bill. The Dominion and four of the other Provinces had long had official auditors. In most cases such an officer was a servant of the Legislature and not of the Government. He could only be removed upon a vote of both Houses, and his remuneration was fixed by legislation. His reports were made to the Legislature and not to the authorities whom he was criticising and dealing with. Why should precedents be overturned in this case and the Auditor be appointed and controlled by the Government, whose accounts he was supposed to check and oversee?

The Hon. Mr. Murray, in his reply, stated that the person in question was not to be an Auditor-General, but simply a skilled accountant called in from time to time to examine the books of whatever Department required his services. The appointment of a permanent official would be expensive, and he hardly thought was necessary as yet. "We have reliable and competent officials and there is no justification for assuming the increased expense which the Hon. gentleman's suggestion would involve." Mr. E. M. McDonald defended the intended legislation of the Government. "All that was proposed was that, if, at any time, the Government found it necessary for any purpose, to have the accounts of any paid official audited, they should have power to appoint an official to do so." Mr. C. S. Wilcox thought the Bill did not go far enough. "What was wanted was an independent audit." The expense need not be $10,000, as stated, or $400, as indicated by this measure, but could be a happy medium. Mr. Tanner followed with a long amendment recapitulating his reasons for opposing the measure and suggesting the appointment of an independent officer, responsible to the House, and bound to report to it. The amendment was lost and the Bill referred to Committee. In this connection, and as evidence of the necessity for an Auditor, the Halifax *Mail*, of September 25th, gave the average yearly expenditure under the Holmes-Thompson Government upon Government House as $3,846, and the average under Liberal rule as $4,530. Upon the Provincial Building the average expenditure had been, respectively, $5,278 and $13,995.

Finances of New Brunswick

On March 18th, the Hon. Mr. Tweedie, Premier and Treasurer, presented the annual Budget, or financial statement to the Assembly at Fredericton. The receipts of the Province for the year ending October 31, 1900, were $758,988, the estimates had been $745,191. The chief increase was in the Succession duties, which realized $39,522. The Dominion subsidies amounted to $483,491; the Territorial revenue was $175,818; the taxes upon Incorporated Companies realized $25,352 ; the Liquor licenses brought in $21,628. The expenditures totalled $794,476, showing a deficit of $35,488. Against this, however, were the unusual expenses of $24,000 in connection with the suppression of small-pox, the $5,000 spent on the South African Contingent, and $10,484 expended on the Bridge Inquiry. The net debt of the Province on October 31, 1900, was $2,851,068, as against $2,736,298 in the preceding year. The increase during the year was, therefore, $114,788.

For 1901, Mr. Tweedie expected better returns and estimated the revenue at $1,030,491, and the expenditures at $808,424. Included in the revenue estimates were $483,491 for Dominion subsidies—although this figure might be increased as a result of the Census; $270,000 for the Eastern Extension claim and final payment; Territorial revenue, including land sales, Timber licenses, taxes on Incorporated Companies, $25,000 ; Succession duties, $25,000; Liquor licenses, $21,500 ; miscellaneous, $20,500. The estimated expenditures included $17,525 upon the Administration of Justice; $34,526 upon Agriculture ; $206,494 upon Education ; $30,070 upon Executive Government ; $124,000 upon the Interest on bonded indebtedness; $8,000 on Immigration ; $11,000 upon Public Health and the same amount on Public printing; $20,327 upon the Legislature; $61,543 upon Lunatic Asylums and $7,600 upon Public Hospitals; $296,077 upon Public Works; miscellaneous expenses, $38,300. Mr. Tweedie concluded his speech on March 19th with a declaration that the Province was in good financial condition; that it was upon the business sentiment of the people that he wished to stand ; that the Opposition in their attempts to belittle the Government often did injury to the Province ; that it was "unwise and unpatriotic" to say that the Government were extravagant and the Province upon the verge of direct taxation.

Mr. James K. Flemming replied on behalf of the Opposition. He stated that it had become the custom to claim a surplus year by year whether there was one or not. On this occasion, however, the Premier and Provincial Treasurer had to admit the deficit, though he tried to excuse it by practically declaring that the finances were in such a shape that the slightest outside call would create indebtedness. He pointed out the steady increase in expenditures from $727,186 in 1897 to $794 476 in 1900, and asked how this was going to be met. Even with this increase, the great public interests were being starved. Education received this year $4,044 less than in 1897, and Public Works received only $2,000 more than four years previously. So,

with Agriculture, which only showed an increase in that period of $4,864. Meanwhile, the revenue had only risen from $745,212 to $758,988—a much smaller increase than was shown in expenditures. He did not think the Census would result in any addition to the Federal subsidies.

The revenue from lumber cut on the Crown Lands had, it was said, increased from $96,264 in 1899 to $112,315, but he believed that in the following year the lumber cut would be about one-third less and the estimate of $100,000 from this source was therefore excessive. Mr. Flemming then dealt with what he termed the Government's system of direct taxation—Succession duties, Liquor licenses and taxes on Banks, Fire and Life Insurance companies, Accident companies, Telegraph, Telephone and Loan companies, Street Railways, etc.—amounting to a total of $91,282. He did not think that this money came out of the pockets of rich corporations as the Government claimed. The banks took it out of their customers, and the insurance companies out of their policy holders. The people really paid these taxes. As to the Public Debt, he declared, that at the present rate of increase the interest charge in four years would amount to $16,695. He criticised the salaries and additional sums paid to Ministers, and declared that, if the present system of open competition in the construction of steel bridges—which the Opposition had so long urged—had been previously adopted, $35,000 would have been saved in the past four years.

After short speeches by Messrs. S. B. Appleby, C. J. Osman, J. E. Porter and A. B. Copp in support of the Government, the Opposition Leader spoke at some length. Mr. Douglas Hazen described the Budget speech as a "dismal dirge," and declared it to be absolutely false that the freshets of the preceding autumn had had any effect upon the expenditures of the year. During the past four years the increase of the Public Debt had been, he stated, nearly half a million dollars, and this fact illustrated the "rash and reckless" management of affairs. "The Province is going behind every year despite the fact that the Government are getting $90,000 in taxes which the Provincial Secretary a few years ago did not have." A large proportion of this additional taxation came out of the people of St. John. He stated that the travelling expenses of the members of the Government averaged $648 and thought it would be wiser to increase their stated salaries than to do it in this way. They should also live in Fredericton. The immigration policy of the Government had made 50 people in the past year cost the Province $167 each. He did not think the Eastern Extension money should go in as current receipts. It should have been made into a permanent fund of some kind, Messrs. T. M. Burns, G. F. Hill and J. P. Burchill followed and the Hon. Mr. Tweedie closed the debate.

In commenting upon the Budget, the St. John *Telegraph*, of March 20th, congratulated the Government upon spending a portion of the Eastern Extension award "in clearing up the indebtedness of the Public Works' Department," and of repairing the serious damage

caused to bridges and roads by the rains of the previous autumn. The St. John *Gazette* described the Premier's speech as "complete and thorough." The St. John *Sun* drew attention to the fact that New Brunswick bonds which had sold at 96, five years ago, could not now be floated at more than 84 and to the recent announcement of the Hon. Mr. Pugsley that cold-storage bonds, drawing 3 per cent., with both principal and interest guaranteed by the Province, would have to be sold so that $60,000 worth of debentures would only bring $50,400. "The Provincial credit is not as good as it ought to be" and the paper went on to declare that it was because the business community had no confidence in Mr. Tweedie or Mr. Pugsley. The Fredericton *Gleaner* thought the Provincial credit was decidedly declining and declared that Mr. Tweedie's contention that neither the British nor Dominion bonds were selling as well as they did a few years ago was not to the point as he did not quote the figures.

Later in the Session the Premier stated that he had received an offer at 90 for the bonds which had previously stood at 84½ as the highest available bid. Financiers in Boston had also advised him of their willingness to tender for the Provincial bonds which were to be placed on the market. On March 19th, the Hon. Mr. Pugsley, Attorney-General, introduced a measure regarding Succession duties. The tax of 10 per cent. on nephews and nieces who inherited property in the Province, and 20 per cent. if residing out of it, was reduced by one-half. Duties were made payable on all estates of $30,000 or over, instead of $50,000 or over. A clause which gave the Attorney-General an amount not exceeding 5 per cent. of the sums collected under this law was opposed by Mr. Douglas Hazen and others. The measure eventually became law.

The Finances of Prince Edward Island

During a number of years past the finances of this Province had been in an unsatisfactory condition and this fact was one of the issues in the elections of 1900, as well as the supposed cause of the Premier's visit to Ottawa about the same time. On April 12, 1901, the financial figures were published for the preceding year and showed receipts amounting to $282,056 and ordinary expenditures of $308,494, together with expenditures upon capital account of $47,499. The receipts included the Dominion subsidy of $181,931; the Provincial Land Tax of $28,245; the sale of Debentures at a price bringing $22,000; the taxes upon special interests—Commercial travellers $8,140, Incorporated companies $6,062, Ferries $5,706—amounting to $19,908; the Succession duties, $3,641; and Liquor sellers' registration $4,700.

The chief items of expenditure were $16,595 upon the administration of Justice; $129,112 upon Education; $21,123 upon the Hospital for Insane; $20,861 interest upon Loans, etc.; $7,443 upon Legislation; $7,469 upon the Poor-House and paupers; $17,118 upon Ferries; $23,503 upon Roads; and $20,496 upon Bridges. The expenditure of $14,920 upon the Prince of Wales' College and that of $20,890 upon the Hospital for the Insane were the principal charges

to capital account. At the same date the Premier stated the debts of the Provincial Government as including $112,775 to the Royal Bank of Canada, $69,411 to the Bank of Nova Scotia and $10,396 to the Merchants Bank of Prince Edward Island. The Loans account stood at $170,858 and the amount due on debentures at $222,263. This made a total Provincial indebtedness of $585,703.

On May 8th the Hon. Mr. Farquharson, Premier and Treasurer, delivered his Budget statement at Charlottetown. The first and most important announcement in his speech was the fact that the Provincial claims upon the Dominion had at last been recognized and $30,000 a year given as compensation for the non-fulfillment of the Confederation compact regarding steam communication with the Mainland. He then referred to some of the items of expenditure recorded above. The new building for the Prince of Wales' College was costing $38,000; the annex to the Insane Asylum would, when finished, cost in the neighbourhood of $50,000. In other directions they had been doing good work. "Our steam service on the ferry routes is more efficient than it was under our friends opposite. The boats and wharves are better kept up and the cost is $10,000 a year less. We have introduced 33 road machines which do efficient work and have ordered two more—one for each Supervisor. We have built some steel bridges and a number of cedar and stone structures all over the Province. A great many of these will not require to be rebuilt in the lifetime of the youngest man in this room." The expenditure on Education and on the Hospital for the Insane was yearly increasing but he did not see how this could be avoided.

He defended the principal of issuing debentures for the construction of public works and stated that the $35,000 worth sold for building the College, and paying 3½ per cent. for 30 years, had brought more than their face value. In the past year another $22,000 had been sold. Turning to the receipts the Premier stated that no other country had so low a Succession tax and that the Liquor sellers' registration would soon cease. The land and income taxes were slow in collection. For the ensuing or current year he estimated the receipts at $314,581, including $181,931 from the Dominion, $30,000 from the Land tax, $26,000 from Debentures, $16,000 from Road revenue, and $15,000 from the additional (half-year) Dominion subsidy. The estimated expenditure was $294,127 on general account and $20,147 on capital account—a total of $314,274. The expected surplus was, therefore, $307. He concluded by expressing pride in having made both ends meet and by charging the indebtedness to the Conservative party when in power from 1880 to 1890. "The Conservatives started the debt and the Liberals followed in their foot-steps for a short time. Perhaps we were two weak-kneed in not putting on taxes sooner than we did, but the present Government are determined to make both ends meet and the people will either have to pay or do without public works."

The Hon. Daniel Gordon, the Opposition Leader, followed and figured out a deficit in the current year of $42,000. He based this

upon the probable falling off in Land tax returns, the increased cost of roads and the loss of Liquor licenses. The Prince of Wales' College, Mr. Gordon thought, was costing a little too much, and the cause of the increased insanity in the Province should be investigated. He was glad of the $30,000 a year from Ottawa and hoped for more hereafter. The Hon. Mr. Peters pointed out that this grant was equivalent to $1,000,000 in hard cash and was the "result of two Liberal Governments at Charlottetown and Ottawa working together." He declared that their policy had always been to reduce expenditure and to lessen taxation. They did not want a surplus and looked for no sinking fund. Mr. A. J. McDonald spoke at length of the efforts made by Conservative Governments to obtain an increase of subsidy at Ottawa. But they wanted at least $2,000,000. Now, the Government had obtained $30,000 a year by sacrificing a great claim of five times as much.

Captain Read denounced previous Governments—especially Conservative ones—for spending capital and calling it revenue. He thought the increase of insanity in proportion to the population was due to the emigration of the young and sturdy to other Dominion Provinces or the United States. He hoped that companies bringing in tourists would be exempted from taxation. Captain Read concluded by narrating the history of Prince Edward Island's entry into Confederation from the standpoint of one who thought the Conservatives responsible for the condition which compelled the Island to join the Dominion.

Mr. J. F. Arsenault declared that selling debentures as the Government did was simply mortgaging the Province. There was no sinking fund and no visible means of payment. The expenditures on roads and bridges had been large and the results unsuccessful. The road machines as a rule had worked badly and the tax on commercial travellers had been added to the price of the goods sold to the public. Various speakers had referred to the claim made by the Conservative Government upon the Dominion for $5,000,000. Mr. George Simpson, who followed Captain Read, declared that it was absurd in amount and equal to the total wealth of the Province less the incorporated towns. In ten years the Liberals had only added $250,000 to the Public Debt and for this they had some substantial assets. On May 9th Mr. J. A. Mathieson dealt with the Budget and declared that the average annual expenditure of the Liberals while in office was $34,446 in excess of the Conservatives. The increased cost of Education was accompanied by a decrease in the number of pupils taught. The money received by the Government for public lands was used as ordinary revenue; the money paid for the erection or repair of public buldings was charged to Capital account. He criticised the claim that the sale of debentures could possibly be included in revenue so as to constitute a surplus.

The newspapers commented according to their political predilections upon the financial statement. The Charlottetown *Examiner* of April 9th, took the ordinary expenditures of 1900 and the

expenditures upon Capital account and made a total of $355,994. From this it deducted the receipts of $282,056—less the $22,000 of debentures sold—and made a deficit of $95,938. The Summerside *Journal* of April 17th drew attention to the debt as being nearly six dollars for every man, woman and child in the Province. The Charlottetown *Patriot*, of April 18th, charged the Conservative Government with having spent $965,897 when in power, over and above the ordinary revenue of the Province, and for being practically responsible for the entire Public Debt. "The Liberal Government since they came into power have been extremely economical; they have largely reduced the cost of legislation and the administration of justice; and they have made reductions in every Department where it was possible without injury to the public service."

The Finances of Manitoba

On March 5th the Hon. J. A. Davidson delivered his second Budget statement in the Legislature. He commenced by explaining the new method of keeping the Public Accounts, the object of which was to simplify the system so that the figures would explain themselves. He claimed that the late Greenway Government had really had deficits for several succeeding years, but had concealed them by means of book-keeping methods. According to his figures the amounts were $158,719 in 1896 and $178,217 in 1897. There was a surplus of $44,400 in 1898 and a total deficit of $247,843 in 1899—of which $156,613, in the shape of unpaid debts, had been met from the revenues of 1900 by the Macdonald Government and their successors. Other liabilities had been left for the new Government to meet. "Upon examination we found various public institutions were in a very delapidated condition and a large expenditure was necessary during last year in order to place these in such a condition as to be a credit to the Province and not a disgrace as they had been."

The only way to meet these responsibilities and the increased burden of interest was to borrow money and impose taxation. "The masses have a certain amount to pay to their municipalities and school boards, and we felt that the more wealthy classes of the community who had hitherto to a large extent escaped taxation, should bear their fair share of the responsibility of maintaining the institutions of the country from which they have benefitted as much as anyone else. The result of the taxation has been that we have increased the revenue of 1899 by some $129,000." The bulk of this sum was raised from railways and corporations. The policy of the Roblin Government was that these great interests should not be exempted, but should pay a fair share in the cost of government. The result of this policy was a surplus of $11,056.

This was obtained by taking the revenue at $905,331 and the expenditure at $894,274. The full amount of the latter was $1,085,504 but Mr. Davidson deducted from it the sum of $191,229 which he described as inherited debts which should have been charged to the preceding year and "for which this Government are not responsible in any way." This amount was paid out of the $500,000 Loan which

had been negotiated in the autumn of 1900. With other amounts charged against the special account into which this borrowed money was constituted, the total was $317,314, leaving a balance of $182,685 which was still available. The price obtained for this Loan had been 104½ and he thought the Province was to be congratulated upon its credit—especially in view of the stringency in the money market. Exactly the same figure was realized by the investor—3·75 per cent.—as was obtained in the last English Loan floated in August preceding.

For the year ending December 31, 1900, the revenue included Dominion subsidies of $483,687; interest on School Lands, $19,161; Land Title fees, $78,600; Liquor Licenses, $27,763; interest on various Loans and Deposits, $24,312; Provincial Lands, $62,570; Insane Asylums, $43,873; Insurance Act fees, $13,750; Succession duties, $46,488; Corporation tax on banks, Insurance companies, Gas companies, etc., $14,708; Railway tax, $16,000; Premium on $500,000 worth of bonds sold, $22,500. With miscellaneous items this totalled up to $905,331. The expenditures included $44,186 on Legislation; $22,342 by Executive Council; $217,175 by Treasury Department, of which $67,314 was for interest on Debentures; $5,412 by Provincial Secretary's Department; $263,740 for Education grants; $121,682 upon Department of Agriculture and Statistics; $127,139 by Attorney-General's Department; $41,327 by Department of Provincial Lands; $236,129 by Public Works Department. With sundry small items this made the total expenditure of $1,085,405.

In addition to these consolidated fund receipts and expenditures there were receipts, in what the Treasurer termed Open Ledger Accounts, of $581,431 and in Trust Accounts of $129,515. The former included the loan of half a million and interest of $45,216 from the Manitoba S. W. Colonization Company account and $31,579 from Debenture account of District No. 3. The latter included receipts from various Sinking Funds. Against the former was charged an expenditure of $87,618, and against the latter an outlay of $264,643. In the Court of Queen's Bench was an amount of $19,022 and out of this $10,132 was paid. Taking receipts from all sources of revenue, trust funds, loans, etc., the total was $2,020,460 and the balance of cash on hand at the end of the year $572,660. The Debentures of the Province issued and outstanding at the beginning of 1901 totalled a sum of $4,939,857. The drainage and other Debentures guaranteed by the Province amounted to a total of $3,893,845 of which the chief portion included both principal and interest guarantee.

The estimates for the year 1901 were $1,141,612 revenue, and $1,261,087 expenditure. The main items of expenditure, Mr. Davidson stated, would be $34,990 for Legislation; $262,218 for the Treasury Department; $256,100 for Education; $131,445 for Agriculture and Immigration; $153,595 for Justice; $20,143 for Provincial Lands Department; $11,025 for Railway Commissioner; $253,770 for the Department of Public Works. The chief points in the expected revenue were $483,687 from Dominion subsidies; $270,000 from the interest on School Lands Fund; $85,000 from Land Titles'

fees; $28,000 from Liquor Licenses; $24,000 from Interest; $90,000 from Provincial Lands; $45,000 from Lunatic Asylums; $13,000 from Insurance Act fees; $30,000 from Succession duties; $37,000 from Municipal tax; $30,000 from Corporation tax; $75,000 from Railway tax.

Besides the direct taxation on corporations and railways, etc., there was an increase under the Roblin Government of the levies upon Municipalities during the year 1901 and this the Opposition papers criticised with vigour. On September 13th the Winnipeg *Free Press* stated the figures were $65,933 in 1899 under the Greenway Government, $82,524 in 1900 under the succeeding Conservative Government, and $115,156 in 1901. This covered the whole Province despite the fact that Winnipeg's levy was doubled in the two years. The Conservatives were also reminded that they had opposed Mr. Greenway's imposition of direct taxes. The reply of the Winnipeg *Telegram* was that a heritage of unexpected debt and difficulty had made this additional levy a necessity, and that it was at the worst only temporary. The Province would soon recover its financial equilibrium.

Finances of the North-West Territories

The Public Accounts of the Territorial Government for the year ending December 31, 1900, showed total receipts amounting to $467,185 and expenditures of the same amount. The revenue included a Dominion grant of $307,979 for schools, etc., a special grant of $92,000 to restore public works destroyed by floods, and $4,000 for other purpose. The sum of $11,159 represented a re-imbursement for certain repairs by the Dominion Public Works Department, and $4,452 was Dominion interest on School lands. Thus $419,000 of the revenue was derived from Ottawa. There were a few minor items such as $1,200 for licenses given to foreign companies; $1,415 paid for marriage licenses; $3,584 paid for steam boiler and engineer certificates; $3,671 received in the Department of Agriculture, and $30,492 obtained from Liquor licenses. The expenses included $43,951 for Civil Government; $22,360 for Legislation; $8,471 for the Administration of Justice; $175,826 for Public Works; $187,741 for Education; $17,216 for Agriculture and Statistics: $9,163 for Hospitals, Charities and Public Health; $2,454 for Sundries. The Local Improvement Districts Trust Account showed taxes collected amounting to $13,384 and expenditures of $10,188.

The Budget speech was delivered by Mr. A.L. Sifton in the Assembly at Regina, on June 7, 1901. He first spoke of the services rendered to the country by the Hon. J. H. Ross, who had for so many years filled the position of Territorial Treasurer. The direct revenue from the Dominion Government for the current year would, he estimated, be $345,000, and this, with various small and special taxes, would make a total of $413,000 as the actual revenue to be received. The Territories were dependent upon the Dominion Government in financial matters and their population was too small to permit of any heavy specific taxation. It had therefore been difficult to make ends meet,

and the estimates of expenditure for the current year were based upon a promise from the Dominion authorities that their grant on January 1, 1902, would be $600,000 in amount. The estimates would, in many cases, show an increase over the previous year and this was especially so in the vote for Civil Government to which recent additions to the salaries of members of the Government had been charged.

He believed this increase was justified and approved by the people as the duties had been steadily increasing for years. In the Public Works Department there would be an increase from $187,000 to $258,000. The amount actually required for what were considered public requirements was $400,000. There was an increase in the Educational grant of 10 per cent. caused by the growth of the population. The Government had gone as far as it was wise to go, in taxing the people for local improvements and yet the stage had not been reached where it was possible to do what ought to be done in necessary constructive work. The whole matter of financial receipts from the Dominion was loosely managed and insufficient for the purpose. "There is no difference of opinion throughout the North-West Territories as to the fact that we are not getting and cannot get under present conditions the amount of money proper to carry on the affairs of the country." The system of Territorial government would have to be changed to the Provincial and a stated and adequate sum contributed from the revenues of the Dominion. At present the Mounted Police force were getting as large a grant as the Territorial Government were receiving for carrying on the agriculture, public works and education of the whole vast region under their care. He estimated $900,000 as a fair amount of revenue under conditions in which they would assume certain responsibilities now accepted by the Dominion. They could not continue to draw on the succeeding year's appropriation as they were now doing to the extent of $200,000.

The Budget was variously criticised or approved by Messrs. F. Villeneuve, A. S. Smith, R. S. Lake, J. B. Hawkes, J. W. Shera, E. C. McDiarmid and Charles Fisher. On June 7th, Mr. R. B. Bennett, for the Opposition, spoke at length. He accused Mr. Sifton of having obtained his position through the influence of his brother at Ottawa, and denounced his speech for having contained few or no details. He declared that there was an actual deficit being concealed of $88,000—$11,091 expenditure on local improvements in 1900, bridges contracted for at $30,050 and unpaid school grants of $47,000. The expenditure to be met in the current year would be $590,000 and the receipts $413,000. Yet the Government in this season of financial difficulties were raising salaries and increasing the expenditure generally! The expenditures on roads was criticised. Money had been very injudiciously spent in this respect. The main roads leading to market centres should be built first and then the branch roads. The present Government had only tinkered with the question. Mr. Bennett believed that, in view of all the circumstances and of the fact that

50,000,000 acres of ungranted lands in the Territories were still available, the Dominion Government should pay the Territories an annuity of $1,000,000.

Mr. F. W. G. Haultain was the chief succeeding Government speaker and he charged Mr. Bennett with always finding things out a year or so after other people, and with basing criticism upon misconception of the facts. He defended Mr. Sifton and declared the statement as to his appointment untrue. "The Government had made most pointed requests of the Dominion and had used every legitimate means to obtain funds." As to the overdraft upon next year he thought one dollar spent now was better than two dollars spent a year hence. "When the final negotiations were made with the Dominion the Government would claim and urge a large settlement for the amount spent on the improvement of the roads and bridges."

On June 12th, Mr. Bennett moved, seconded by Mr. D. H. McDonald, a long Resolution, expressing the Opposition view of the Government's financial policy and reciting, at the same time, a number of facts in connection with the subject. It was pointed out that the revenue in 1899 was $416,832; in 1900, $467,185, and in 1901, (estimated) $413,000. It was claimed that obligations had been created in 1899-1900, amounting to $100,000; that the total sum estimated by the Treasurer, as required to meet obligations and carry on the public service to the end of 1901, was $589,120; that further sums overdue or paid out of the next year would bring this total up to $647,120. It was pointed out that in the Speech from the Throne, a pledge had been made that proper representations would be made to the Dominion authorities, but that no result had followed, though Parliament sat for three weeks afterwards. The Resolution concluded as follows, and was voted down by 18 votes to 5:—

> That we view with alarm the rapid increase in the cost of Executive Government in the Territories, and deem it inexpedient and unjust to the masses of the people in view of our financial condition that the salary of the members of the Executive should be increased; and that the passage of a Supply Ordinance, providing for the expenditure of the entire revenue of the current year and of upwards of one-half of the prospective revenue for the succeeding year, is not warranted by our constitutional power—is contrary to the principles of responsible government, and, in view of impending constitutional changes demanding the consideration of the representatives of the people as well as of the people themselves, such a course is a menace to our rights and detrimental to the interests of the people and the future of the Territories.

The Finances of British Columbia

On March 15th, a Report was submitted to the House of Assembly, at Victoria, by the Premier and the Hon. D. M. Eberts concerning their mission to Ottawa during the weeks lying between January 11th and February 6th. In the documents thus published and in the discussions referred to, Mr. Dunsmuir had pressed strongly upon the Dominion Government the claims of British Columbia in various important matters—the necessity of checking Chinese and Japanese immigration; the right of the Province to a greater share of the revenues arising from

the Chinese Immigration Act; the desirability of settling the conflicting Fisheries jurisdiction; the re-adjustment of the lumber tariff; the granting of co-operative subsidies to railways within the Province; the adjustment of financial relations. The latter was a particularly sore point. Since 1872, when British Columbia had joined Confederation, up to July, 1901, the revenue contributed by the Province to the Dominion had been over $42,000,000. If, Mr. Dunsmuir stated, the contribution had been on the same basis per head as in the other Provinces, it would only have been $15,957,000. The total amount expended by the Dominion in the Province during this period was $28,915,000.

The Premier, therefore, argued strongly that on this account, and because of the immense distances, the natural obstacles to travel and transport, the great mineral resources available for exploitation and the sparse population, it was the duty of the Federal authorities to help the Provincial Government in building certain necessary railways. In the same way the Fishery question demanded settlement. By the decision of the Imperial Privy Council in 1898, the fish of the lakes and sea-coasts had been declared Provincial property, while the right of regulation and control had been largely vested in the Federal authorities. There was, however, much room for dispute and further litigation in the matter of licenses, and Mr. Dunsmuir had proposed to Sir Wilfrid Laurier that they should compromise the question by a ten years' Dominion grant of $100,000 annually for the purpose of encouraging ship-building in the Province. He pointed out that in this as well as other matters, British Columbia believed itself unfairly treated. For the year 1899 the Fisheries revenue of all Canada was $76,447, of which the Province contributed $45,801, while receiving only $12,195 out of a total Dominion expenditure upon Fisheries of $408,754. Other matters were discussed in a voluminous correspondence between Sir Wilfrid Laurier and Mr. Dunsmuir, but without practical result.

On April 29th, the Hon. J. H. Turner delivered his thirteenth financial statement to the Assembly and announced his coming retirement from the Ministry. The principal receipts for the fiscal year 1900-01, and the estimates for the coming year, 1901-02, were as follows:—

	1900-01.	1901-02.
Dominion Subsidies and Payments	$242,689	$284,151
Land Sales and Revenue	115,000	157,000
Timber Royalty and Licenses	80,000	85,000
Timber Leases	50,000	80,000
Free Miners' Certificates	125,000	130,000
Mining Receipts	200,000	200,000
Licenses	70,000	70,000
Real Property Tax	120,000	125,000
Personal Property Tax	70,000	75,000
Wild Land Tax	55,000	55,000
Income Tax	30,000	35,000
Revenue Tax	150,000	200,000
Mineral Tax	65,000	80,000

	1900-01.	1901-02.
Registry Fees	$120,000	$110,000
Chinese Restriction Act	35,000	135,000
Succession Duties	25,000	100,000
Coal Royalties	90,000	95,000
Miscellaneous	111,550	124,600
	$1,754,239	$2,140,751

The expenditures for 1900-01 and the estimated expenditure for 1901-02 were, respectively, $372,790 and $411,440 upon the Provincial Debt; $221,895 and $253,980 upon Civil Government or salaries; $219,470 and $231,132 upon the Administration of Justice; $67,350 and $41,325 upon Legislation; $118,700 and $124,380 upon the maintenance of Public Institutions; $70,650 and $87,300 upon Hospitals and Charities; $326,470 and $369,037 upon Education; $665.323 and $804,641 upon Public Works; $145,820 and $152,100 upon miscellaneous items. The total for the current year was $2,218,468, leaving a deficit of $461,229. The total estimated expenditure for 1901-02 was $2,475,335—showing a deficit of $334,584. The supplementary estimates, which had to be added to this amount, were $167,484. Mr. Turner spoke of the difference between the present conditions and those when he first took office with a Provincial revenue of $514,000. He hoped the Government would continue its policy of development by means of public works.

Mr. Turner dealt at some length with certain securities or assets of the Province, as supplied to him by the Lands and Works Department. The total approximate mileage of roads in the Province built and maintained by the Local Government was 5,616 at a valuation of $6,000,000; that of trails was 4,415 with a valuation of $600,000; the number of buildings owned by the Government was 350, worth $2,102,170; the value of the Parliament Buildings in Victoria was $1,000,000—a total of $9,702,170. There was also $583,021 owing to the Province by the Dominion and certain dyking debentures and sinking funds, which increased this total by $3,100,000. He estimated the capital value of the Dominion subsidy—increasing decennially from the $284,000 now payable until it reaches $484,000—at about nine-and-half millions. Against this total of $21,000,000, were liabilities of $8,866,868. The Minister went on to state that the expenditure for public works, hospitals and charities, agriculture and free education was, in British Columbia, greater in proportion than that of any other British Province or Colony.

Mr. John C. Brown, in speaking for the Opposition, stated that he had no intention of criticising the Budget. "On the whole he regarded the statement as a fair and reasonable one." He did not, however, agree with the Minister in classing the public roads, trails and buildings as Provincial assets, nor did he think the Dominion subsidy should be capitalized in the same connection. The agricultural industry could not be helped in a better way than by improved transportation facilities. Mr. Smith Curtis, another Opposition member, was not surprised that the balance sheet showed a deficit,

though he thought it was possible to avoid such a contingency. The revenue derived from active mining districts should be devoted to the development of these sections. He hoped that Vancouver Island would soon be given better transportation facilities and regretted that nothing had been done for the pulp industry. He disapproved of the 2 per cent. tax on ore, and argued that the tax should be on the net profit derived from the ore and not on its value. Mr. John Oliver thought that the civil salaries had increased alarmingly and that agriculture was being neglected. All the speakers eulogized the Minister of Finance—especially Messrs. Brown, A. E. McPhillips and Smith Curtis. Mr. Dallas Helmcken, in referring to Mr. Turner's pending appointment as Provincial Agent in London, declared that he had always wielded a potent influence in the country and that "his ripe experience and perfect knowledge of British Columbia admirably fitted him" for that position.

An important incident of Provincial finances during the year was the introduction and passage of the Revenue Tax Bill, by which five dollars instead of three dollars could be charged as a poll-tax after January 1, 1902. The Hon. Mr. Turner moved the second reading on April 20th, and, after stating that the Government expected $180,000 in the current year from the smaller rate, declared it possible that they might not actually issue the Order-in-Council increasing the tax which they now asked power to do if necessary. The Hon. Mr. Prentice explained that this tax was the only way they had of getting at such classes in the community as the Japanese and Chinese who, as a rule, owned no real estate or property. He believed in the increased tax.

Mr. A. W. Neill argued that the only fair basis for such a tax was income, and he thought the increase extremely unpopular. Mr. E. C. Smith considered the tax to be aimed at the wage-earner, and suggested that the Mongolian could evade it with ease. Mr. Smith Curtis thought that the proviso leaving the operation of the measure to an Order-in-Council was equivalent to its withdrawal, and he considered its principle to be wholly pernicious. "It proposed to take just as much out of the poor as out of the rich, and it was a maxim laid down by the greatest economists that the subjects of a state should contribute to the support of the Government as nearly as possible in proportion to their respective abilities." He read telegrams from a number of Labour men, condemning the measure. Mr. Houston took the line that the Bill was fair, because rich and poor did pay alike. Mr. McPhillips opposed the principle of the measure, but recognized its practical necessity. The vote showed twenty-two to eleven and eventually the measure became law.

The financial position of British Columbia was brought before the House of Commons, at Ottawa, by the Hon. E. G. Prior, of Victoria, on April 30th. The speaker started upon the assumption that his Province was suffering from considerable disabilities because of the neglect of the Dominion Government to place sufficient sums in the national estimates for the protection of its interests. He

referred to the distance of the Province from Ottawa, and to the difficulty of sending special delegations to the Capital. He spoke of the mission of the Hon. James Dunsmuir and the Hon. D. M. Eberts to Ottawa some months before this time, and to the able document, which these representatives of the British Columbia Government had prepared upon the matters at issue.

After referring at some length to the Chinese and Japanese question and to that of railway development, he quoted Mr. Dunsmuir's financial statements in the document mentioned above, and declared that while every one of the other Provinces of the Dominion had received more from the Federal Treasury than they had paid into it, the Government of British Columbia had, since Confederation, paid to the authorities at Ottawa $13,507,258 more than they had received. Not one cent of the increased Public Debt of $223,800,000 had been expended in the Pacific Province, as he considered the Canadian Pacific Railway a national undertaking, from which all the Provinces benefitted. He compared the revenues paid by British Columbia and Nova Scotia respectively into the Dominion exchequer in the year ending June 30, 1900—the former, $3,220,688; the latter, $2,503,596. The Pacific Province was, therefore, 28 per cent. in amount ahead of the Atlantic Province, while the percentage, according to population, was still greater—$17.70 to $5.45.

Similarly, in customs and excise, and in exports and imports, his Province was ahead of those on the Atlantic coast. He quoted, with pride, the sea-going tonnage of Montreal and Victoria. The former great commercial centre had a total of 2,068,313 tons; the latter, a small town in population, had 1,796,331 tons. "And yet," he exclaimed, "the Minister of Public Works cannot or will not see fit to give the paltry sum of $15,000 a year for the purpose of dredging and putting the Harbour of Victoria into better shape!" The Port of Quebec, which had only 1,088,630 tons of shipping, owed the Dominion Government $4,000,000 for advances. The unfairness, in connection with the Fisheries of the Province, was equally great. Out of a total Dominion revenue of $79,788 from Fisheries, British Columbia contributed $53,195, while out of a total Dominion expenditure upon Fisheries of $251,469, British Columbia received only $13,662. For Fisheries protection his Province was not given one cent while Nova Scotia received $97,370.

Sir Wilfrid Laurier said, in reply, that the fact of contributing so largely to the revenues of the Dominion was one for which the people of British Columbia should feel proud. He admitted the fact, but hardly deemed it a grievance and thought that the Mongolian Immigration question was the real grievance of the situation. Mr. A. A. Wright desired to impress upon the House the large trade which was being done by British Columbia in the eastern Provinces of Canada, and instanced the recent purchase in his own town of Renfrew—not far from Ottawa—of a carload of splendid shingles shipped from the Pacific Coast. Butter and poultry were products

which they were shipping in large quantities from his county to the far-away Province under discussion. Mr. R. L. Borden pointed out that a large part of the Customs duties of Nova Scotia were paid at Montreal, instead of Halifax, so that in that respect Mr. Prior's comparisons would be inaccurate.

Finances of the Yukon Territory

This subject was elaborately dealt with by the Hon. W. S. Fielding in his Budget speech to Parliament on March 14, 1901. The total revenue in the fiscal year 1895-96 was, he pointed out, $18,516. In 1899-1900 there was received from royalties, miners' certificates, mining fees, land sales, rentals, timber dues, placer grants and similar sources of local taxation, the sum of $1,130,965; from Customs duties, $613,191; from the Post Office revenue, $21,550; from Public Works, $33,716, and from Fisheries, $4,601. The total revenue for 1899-1900 was $1,804,026, and during the four years had amounted to $4,376,673. The mining royalties had increased from $287,423 in 1898 to $575,812 in 1899 and to $730,771 in 1900. For the first six months of the new fiscal year—to December 31, 1900—they amounted to $446,184. The total royalties in three years and a-half were, therefore, $2,040,192.

The expenditure had increased from $32,112 in 1896 to $1,306,949 in 1899-1900. The latter sum included $331,850 spent upon matters connected with the Mines; $112,368 upon the Post Office; $118,544 upon Public Works; $492,427 upon the Mounted Police; $173,266 upon the Militia; $22,673 upon Justice; $24,457 upon Railways and Canals; $30,561 upon Customs, etc. The total expenditures for the four years amounted to $3,679,290, leaving a surplus of $697,382. Against this the Minister charged a Public Works capital expenditure of $568,874, leaving a net surplus of $128,508.

It had been the policy of the Government, he declared, to make the Yukon pay for the Yukon and this had been fully carried out. Mr. Fielding was now able to announce, however, that in view of the favourable financial conditions indicated, the mining royalty in the Yukon District would be reduced from 10 to 5 per cent. "We do not think that a reduction was needed earlier. So long as the first flush of the Yukon excitement was on, the people were ready to go in and pick up their nuggets and pay the royalty cheerfuly. But that is over, and if that is to be a permanent mining district, mining must be carried on under better conditions than heretofore. Everything that increases the cost of mining is a disadvantage to the miner and to the development of the district."

Section VI—CANADA AND THE CROWN

Death of the Queen

The first great event of the year 1901 in Canada, as well as in many other countries of the world, was the death of Queen Victoria. Before the formal announcement on January 18th, which stated that the Queen was not in her usual health, and that the "great strain upon her powers" during the past year had told upon Her Majesty's nervous system, Canadians, in common with the people in other parts of the Empire, had become so accustomed to her presence at the head of the State and to her personality in their hearts and lives that even the possibility of her death was regarded with a feeling of shocked surprise. During the days which succeeded, and while the shadow of death lay over the towers of Windsor, its influence was equally perceptible throughout the press, the pulpit and amongst the people of the Dominion. When the Prince of Wales, on Tuesday evening, January 22nd, telegraphed the Lord Mayor of London that "my beloved Mother, the Queen, has just passed away," the announcement awakened a feeling of sorrow, of sympathy and of Imperial sentiment such as Canada had never felt before. It was more than loyal regret for the death of a great Sovereign; it was a feeling of individual loss.

Opinions of the Press

The newspapers accurately reflected this sorrow. Black borders and many columned obituaries there were in plenty, and the editorials of the moment were especially important in an historical sense. A few of them may properly be quoted here. The St. John *Sun* declared that "Among the great statesmen of Queen Victoria's reign, perhaps the most successful and wisest has been Queen Victoria herself." The Montreal *Gazette* stated that "not for a thousand years has the English people had at its head one who so perfectly embodied the national ideals and aspirations." The Vancouver *Province* denounced those who thought of the Queen as having been a mere figurehead and expressed the opinion that "In all her wide Empire there has been no individual who has exercised such an influence over events both great and small." The Halifax *Chronicle* spoke of her as "in simple truth the most wonderful woman that has ever lived." The Quebec *Chronicle* referred to "the influence of a life well spent and of a power well directed that has welded together the British Empire and made it centre its affection and its aspirations on a womanly Queen and a queenly woman." The Toronto *World* spoke of Queen Victoria as having enjoyed "the most world-wide renown of any human being of recent times." The Montreal *Herald* declared that "in all her relations with her family, with her Court, with her statesmen, with her people, the Queen held up to admiration the best qualities of womanhood." The Victoria *Times* dealt with the reign as follows: "Making all proper allowance for the wisdom displayed by her counsellors, it is generally

admitted that on all matters of state the Queen has had a policy, and that on many momentous occasions and at critical periods in the history of the Empire her suggestions have been listened to attentively by her Ministers and have had a far-reaching effect for good on the human race."

Official and Personal Expressions

Telegrams of condolence poured into Ottawa and were promptly forwarded to London by the Governor-General. Despatches from his Excellency, from the Lieutenant-Governors of all the Provinces, from the heads of the great religious bodies, from all the leaders of public thought, were received and transmitted to the Colonial Office. Many were of special and permanent interest. The Hon. L. A. Jetté, Lieutenant-Governor of Quebec, expressed the deep sorrow of the people of his Province and "especially the French-Canadians" at the death of a Sovereign "whose beneficial reign has made them the most devoted and loyal of her subjects." The Hon. G. W. Ross, Premier of Ontario, in an eloquent tribute said: "An evangel of peace in the councils of the world, she was equally an evangel of tenderness and womanly sympathy in the homes of her people. In no other person, certainly in no ruler during the Christian era, were combined so much greatness of sagacity in matters of state and so much goodness and virtue in daily life and action." Chief Justice W. W. Sullivan, of Prince Edward Island, declared in poetical but expressive words that "the sweet and wholesome fragrance of her memory will endure forever in the annals of the British Empire." Mr. W. D. Morris, Mayor of Ottawa, expressed the belief that "the judgment of history will concede her the foremost place among the monarchs and colossal figures of the nineteenth century," while Mr. O. A. Howland, Mayor of Toronto, spoke of her as follows: "She has left to her statesmen a memory of wise and silent counsels. She has left to her successor an aggrandized and compact realm. She has left to all people the inheritance of her virtues." A month later, on February 22nd, Mr. Nicholas Flood Davin, K.C., ex-M.P., delivered a notable address at Regina in the course of which he said: "She was not merely the most popular, but the most powerful monarch, and, not only within her own Empire, but in Europe and the world. Her influence was unbounded; her prestige beyond comparison; her authority equal to her fortune; for everything political in Christendom compared with her was junior and recent and troubled. To-day the subjects of King Edward, all over the Empire, taking counsel from experience, recalling her protracted reign, devoted to the good of the country and mankind, and won and fascinated by a personality so effective, so pure, so simple, and so noble, are filled with admiration, thankfulness, gratitude, and fervent love for her memory. She united in her opulent nature and position so many things which challenge the allegiance of the heart; the subtlest secret, however, of the universal ardour of affection being profounder than power of rank or efficiency—her intense humanity."

Religious Tributes and Services

The testimony of the pulpit during the Sunday which followed the Queen's death and the one which intervened, on February 3rd, between the splendid setting of the State funeral and the private obsequies at Frogmore was expressive in the extreme. Canadian feeling found vent in draped buildings, solemn services and myriad tributes of religious respect and veneration. The Roman Catholic Church, representing more than 40 per cent. of the Dominion's population, took a foremost place in this public embodiment of private sorrow. Archbishop Bruchési, of Montreal, issued a Pastoral in the course of which the Queen was referred to as one who was faithful to her duties as Queen, wife and mother—"the glory and happiness of a great people and, at the same time, a perfect model for the whole world of those qualities and virtues that cause Sovereigns to be beloved both of God and of men."

Archbishop Duhamel, of Ottawa, issued a similar Pastoral in which he asked: "Who shall ever estimate as he should her salutary influence, not only over state affairs but also over society in maintaining the practice of social and private virtues? Who shall unveil her great desire of securing to all the enjoyment of peace and of that freedom which is based on justice?" Archbishop Bégin, of Quebec City, issued a similar document of considerable length and in a personal address referred to the Queen as having "dignified the throne by all the qualities and virtues of mother, wife and Queen." Perhaps of all these ecclesiastical tributes, however, the most eloquent was that of Archbishop O'Brien, of Halifax: "She had been, since the earliest recollection of the vast majority of her subjects, the Queen, the object of their loyalty and the symbol of Imperial power, so that she came to be looked upon as a permanent element in ever-changing surroundings. Ministries rose and fell; old forms in social and political life were superseded; industrial and economic conditions were transformed; numerous dynasties were overthrown—yet the Queen remained stronger in the affections of her people and endowed in their imaginations with unfailing youth."

The Protestant denominations of Canada were even more marked in their pulpit expressions of sorrow and in an overflowing attendance at special services which showed the sincerity of popular grief. In Ottawa, Christ Church Cathedral was thronged on February 2nd with an audience which included His Excellency the Earl of Minto; many Privy Councillors, Senators, Judges, and Members of Parliament; Major-General O'Grady-Haly and numerous officers; the Mayor and part of the City Council. Archbishop Machray, Metropolitan of Canada, preached the sermon. Two notable addresses delivered at other churches in the Capital were those of the Rev. Dr. W. T. Herridge and the Rev. Dr. S. P. Rose. In Toronto every church was crowded and special sermons were preached either on Saturday, February 2nd—which had been proclaimed a public Day of Mourning—or on the succeeding Sunday. Out of a multitude of addresses some of the most notable were those of the Rev. Canon Welch at St.

James' Cathedral, the Rev. Principal Caven, the Rev. Dr. Carman, Superintendent of the Methodist Church in Canada, the Rev. Dr. G. M. Milligan, and the Rev. Dr. O. C. S. Wallace.

In Montreal some of the Judges, part of the City Council and a number of prominent citizens attended a service at Christ Church Cathedral and were addressed by the Ven. Archdeacon Norton. The Very Rev. Dean Carmichael preached at St. George's Church and a union Memorial service of the Methodists was held elsewhere together with similar gatherings of the Congregationalists, the Baptists and the Hebrews. At the Holy Trinity Cathedral, Quebec, Bishop Hunter Dunn preached to a gathering which included the Hon. H. T. Duffy, representing the Provincial Government; the Hon. S. N. Parent as Mayor, with part of the City Council; Sir C. A. P. Pelletier, Speaker of the Senate; Chief Justice Sir L. E. N. Casault and many of the Judges and Militia Officers. Elsewhere the Rev. F. G. Scott and the Rev. Dr. T. Griffith spoke sentiments of loyalty and affection.

In Winnipeg, the Rev. F. B. Smith, M.A., and at Victoria, Bishop Perrin, of Columbia, held services which were attended respectively by the Lieutenant-Governors, Judges and Cabinets of Manitoba and British Columbia. At Halifax, the Anglican Bishop of Nova Scotia, Dr. Courtney, and the Rev. Dr. John Lathern preached to large gatherings of people. The former declared of the Queen that "no one but those immediately about her will ever know how completely she gave herself to the one purpose of her life—the entire devotion of every power and faculty to the doing of her duty so as to be of the greatest use to the people over whom she ruled." Everywhere, throughout Canada these services were held and in city, town and village alike the utterances of the pulpit vied with the draperies of the streets, the public buildings and the churches themselves in exhibiting public affection for the dead Sovereign. Some of the addresses delivered were specially notable. Those of Bishop Du Moulin at Hamilton, Bishop Baldwin at London, Senator Carmichael at New Glasgow, the Rev. Dr. Donald Macrae at St. John, the Rev. R. G. McBeth and the Rev. E. D. McLaren at Vancouver, and the Very Rev. Principal Grant at Kingston must be mentioned. The latter declared that "the religion of the Queen made her the greatest force for peace in the world. But while she always stood for peace she knew there were worse things than war and that to secure peace the nation must always be ready for war. And so we have the explanation of the high honour in which she held her army and navy—she looked upon them as the foreign police whose duty it was to see that nations were kept in peace."

Legislative and General Tributes

Following upon the Queen's funeral came the meeting of Legislative and public bodies and the sending of a multitude of addresses to His Majesty the King, which partook of both condolence and congratulation. The St. Jean Baptiste Society of Montreal—the chief of French-Canadian national organizations—early passed Resolutions of regret and sympathy.

The Montreal Chambre de Commerce spoke in formal resolution of "the irreparable event which deprives the Empire of the most illustrious of Queens, British subjects of the best of Sovereigns, justice and civilization of their best interpreter." The Protestant Ministerial Association of Montreal, on January 31st, declared that "by the supreme power of a noble character she had welded together in the best way the various elements of the greatest Empire that has been." The Council of the City of Quebec passed a lengthy Resolution on February 1st which concluded with the statement that "nowhere shall her name be more reverently remembered than in French-Canadian homes because it will remain indissolubly linked with the full recognition of our political rights and the conquest of our liberties which have made us a united, happy and contented people."

As the various Legislatures of the Canadian Provinces were opened during succeeding months strong references of sorrow and sympathy found a place in each official Speech from the Throne and in ensuing Resolutions. The House of Commons at Ottawa—which shared its drapings of black and purple with those of public buildings in every part of Canada under special orders from the Hon. J. Israel Tarte, Minister of Public Works, and at the public expense—was the scene of a remarkable occurrence on February 8th when Sir Wilfrid Laurier, the Prime Minister, moved the following Address to the King. It was seconded by Mr. R. L. Borden, the Opposition Leader and carried unanimously:—

Most Gracious Sovereign,—We, Your Majesty's dutiful and loyal subjects, the Senate and House of Commons of Canada in Parliament assembled, humbly beg leave to approach Your Majesty with the expression of our deep and heartfelt sorrow at the demise of our late Sovereign Lady Queen Victoria. In common with our fellow-subjects in all parts of the Empire, we deplore the loss of a great ruler, whose manifold and exalted virtues have for three generations commanded the respect and admiration of the world. As representatives of the Canadian people, we mourn for the beloved Sovereign under whom our Dominion first rose into being, and to whose wise and beneficent sway are due in no small measure its growth and prosperity.

May we venture to add that above and beyond these sentiments, which the sad occasion naturally calls forth, there has come to each one of us a sense of personal bereavement, which, we say it with all possible respect and duty, makes Your Majesty's sorrow our own. We pray that the God of Consolation may comfort Your Majesty and the members of the Royal family in their affliction.

It is with feelings not less deep and sincere than those to which we have just given utterance, that we hail Your Majesty's accession to the throne of your ancestors. We beg to assure Your Majesty of our devoted attachment to Your Majesty's person and Government, and to express our unclouded confidence that the glory and the greatness of the British Empire abroad, and the happiness and well-being of Your Majesty's people at home, will suffer no diminution under Your Majesty's gracious rule.

The Premier's speech was one of the most eloquent and effective which he has ever delivered. In it he pictured the sorrow of the people throughout the Empire and even in foreign and most distant countries; the growth of great interests and high public principles during the Queen's reign; the steady development of Imperial power;

the nobility and naturalness of the Queen's personality. Mr. Borden's address was necessarily brief, but it was happy in manner and matter. Both speakers dwelt strongly upon the good judgment, useful career, and excellent qualities of the new Sovereign.

During the Senate debate upon the Address in reply to the Speech from the Throne, on February 11th, an eloquent reference to this event was made by Senator Ellis. He traced with sympathetic touch and tone the character, the life, the work and the influence of the late Sovereign. "The Queen, during her reign, has endeared herself to her people, not only by her constitutional rule, not only by the fact that she recognized the men whom she selected as her advisers, but also because she entered into all the joys and into the spirit of her people in all the great matters which have so developed in the United Kingdom in the last sixty odd years. She was not only a sagacious and far-seeing monarch, but her judgments were strengthened by unparalleled experience. She was constantly strengthened by a strict sense of duty. Her words of consolation, her messages of pity and tenderness, her expressions of kindly feeling for suffering people everywhere, bound her to countless hearts. Her sense of duty was so high, her rule so beneficial to the world, her good sense so potential, that she will stand out always as a great ruler and her influence be felt for ages."

On the succeeding day, the Message from the House of Commons, asking concurrence in its Address of condolence to the King was considered. The Hon. David Mills spoke at some length upon the life and reign of the late Sovereign and dwelt largely upon its important constitutional features. He eulogized the Prince Consort, spoke of the Queen's love for peace, and the good sense, patience and great influence which she brought to bear upon the preservation of peaceful foreign relations—so far as was consistent with the just rights and the honour of the Empire. The administration of India and the growth of the Colonies and Imperial unity were referred to. To the speaker, however, the most remarkable point in the late reign was the growth of Royal influence. Its social and administrative influence had developed greatly. "The Sovereign is, under the modern constitution, never personally identified with a party. She represents the embodiment of the whole state. She has constitutional duties to perform, which are discharged in conformity with settled principles and usages, and is capable, without in the slightest degree encroaching upon the constitutional rights of Ministers, of exercising great and beneficial influence. She may discourage vice and encourage virtue. She may throw her influence in the scale in favour of truth and goodness. . . . . The Sovereign is the power and personification of the glory of the State, and stands apart from and above all the members of the community, of which she is the head." Sir Mackenzie Bowell, in seconding the motion, spoke briefly, and it was then carried unanimously. He expressed the belief that the Queen possessed not only the qualities of a good woman, an affectionate wife and a loving mother, but the astuteness and firmness of a wise ruler.

"She succeeded in harmonizing government under a limited monarchy with that of democracy until any serious conflict between King and people has been rendered almost impossible. In a word Queen Victoria was an ideal constitutional ruler."

In the Ontario Legislature an Address of condolence to the King was passed, on February 11th, upon motion of the Hon. G. W. Ross and Mr. J. P. Whitney. In the Quebec Assembly, a similar Address was moved, on February 15th, by the Hon. S. N. Parent and the Hon. E. J. Flynn, and duly passed. The British Columbian Legislature took action, on February 25th, upon motion of the Hon. James Dunsmuir, seconded by Mr. J. C. Brown. At Halifax, the Hon. G. H. Murray presented an Address, on February 28th, which had been adopted by a Joint Committee of both the Nova Scotian Houses. It was supported by Mr. C. S. Wilcox, and at once passed. In Manitoba an Address to the King was passed on February 25th and at Fredericton, New Brunswick, on April 3rd. On June 12th, an Address was passed by the Territorial Legislature at Regina.

Accession of the King

The stability of British institutions was never more strikingly exhibited than in the perfection of procedure and calm certainty of conditions which surrounded the accession of the new Sovereign. In all parts of the Empire the necessary constitutional changes occurred without the slightest friction or controversy, and this despite the seemingly permanent place which the late Queen had come to assume in the machinery of British Governments everywhere. There was general satisfaction over the choice of a name and the Prince of Wales as King Edward VII. soon found that he possessed the loyalty of his people in a measure which would have astonished pessimists of a few decades before, and which did surprise many publicists abroad. The Canadian proclamation of the accession to the Throne was issued on January 24th by His Excellency the Governor-General, through the Hon. R. W. Scott, Secretary of State, and was dated at Ottawa, January 23rd. It read as follows :—

Whereas it hath pleased Almighty God to call to His Mercy our late Sovereign Lady Queen Victoria of blessed and glorious memory, by whose decease the Imperial Crown of the United Kingdom of Great Britain and Ireland and all other Her late Majesty's Dominions, is solely and rightfully come to the High and Mighty Prince, Albert Edward, Prince of Wales, I, the said Sir Gilbert John Elliott, Earl of Minto, Governor-General of Canada as aforesaid, assisted by His Majesty's Privy Council for Canada, and with their hearty and zealous concurrence, do therefore hereby publish and proclaim that the High and Mighty Prince Albert Edward, Prince of Wales, is now by the death of Our late Sovereign of happy and glorious memory, become our only lawful and rightful Liege Lord by the style and title of Edward the Seventh by the Grace of God, King of the United Kingdom of Great Britain and Ireland, Defender of the Faith, to whom are due all faith and constant obedience with all hearty and humble affection, and I do hereby require and command all persons whomsoever to yield obedience and govern themselves accordingly —Beseeching God, by whom Kings and Queens do reign, to bless the Royal Prince, Edward the Seventh, with long and happy years to reign over us.

During the next few days the various Governments of the country, the Judges, the members of any Legislature which was in session, and

prominent officials in Dominion and Provincial jurisdictions, took the oath of allegiance to the new Sovereign and, on January 24th, Lord Minto received a despatch from Mr. Chamberlain stating that: "I have received His Majesty's command to express through you and your Ministers his grateful thanks for the loving sympathy extended to him and the Royal family by the people of Canada in their great sorrow. The King is deeply moved by the many kind messages which have reached him from all parts of the Dominion." Every event which followed served to increase popular respect in Canada, as well as in other parts of the Empire, for the King. His evident and deep feeling for his late mother, the eloquent and tactful nature of his address to the Privy Council, his just mingling of splendour with the draperies of sorrow at the Queen's funeral ceremonies, his opening of Parliament in solemn state, and his sympathetic treatment of the Queen Consort, all combined to produce a more than favourable public opinion. And this was greatly enhanced by the Royal address—"To my people beyond the Seas"—which was issued on February 4th, and read as follows:—

The countless messages of loyal sympathy that I have received from every part of my Dominions over Sea, testify to the universal grief in which the whole Empire now mourns the loss of my beloved Mother.

In the welfare and prosperity of her subjects throughout Greater Britain, the Queen ever evinced a heartfelt interest. She saw, with thankfulness, the steady progress which, under the wide extension of self-government, they had made during her reign. She warmly appreciated their unfailing loyalty to her throne and person, and was proud to think of those who had so nobly fought and died for the Empire's cause in South Africa.

I have already declared that it will be my constant endeavour to follow the great example which has been bequeathed to me. In these endeavours I shall have confident trust in the devotion and sympathy of the people, and of their several representative Assemblies throughout my vast Colonial Dominions. With such loyal support, I will, with the blessing of God, solemnly work for the promotion of the common welfare and security of our great Empire, over which I have now been called to reign.

Public Opinion and the King

The press of Canada dealt at length and very favourably with the qualities and career of the new Sovereign. The Toronto *Globe* declared that "there can be no question about his popularity and acceptibility to his subjects throughout the whole Empire," and that the impression which the people had formed was that he possessed "more than ordinary capabilities," and would prove "a wise, tactful, instructed, constitutional monarch." The Ottawa *Journal* referred as follows to the King's qualifications: "Probably no Prince had ever a better training, or a more liberal education, or better opportunities for observation, or longer or more varied experience in the matters arising under constitutional government." The Winnipeg *Telegram* took the ground that under the new Sovereign British diplomacy would be stronger and firmer: "There is no doubt that the present monarch desires to perpetuate peace; at the same time he is a military man and his Ministers will not have to reckon with that feminine sensibility which they so properly respected in Her late Majesty."

The Montreal *Witness* expressed admiration of the King's "rare tact;" spoke of the newly found friendship with the German Emperor; and described His Majesty's "intimate acquaintance with leading French statesmen and his knowledge of French character, sentiments and prejudices" as likely to promote happier relations with the Republic. The Charlottetown *Guardian* declared that "the King has come to the throne with such high endowments of descent, hedged in by such noble traditions in the family circle and so enriched by the high examples set for him, that we may have great hopes that he will live nobly and reign royally in the highest sense of those words. He takes up the sceptre in mature years after a long experience as a most dutiful and loving son in standing close beside the best of Sovereigns." The London *Advertiser* described him as "endowed with warm sympathies and with a quick appreciation of genuine worth;" as being well versed in world affairs; and as possessed of rare tact obtained, in part, by liberalizing influences of travel and observation and experience.

The Hamilton *Post* denounced the writings of Mr. W. T. Stead and the prophecies of sundry foreign journalists, and declared that the new King "as the son of his mother, as a noble, practical and generous philanthropist, as a modest and able administrator, and as the greatest social influence in the country," is quite able to maintain his position intact and to receive "the loyal, faithful, unswerving support of the whole Empire and of no part more fully than Canada." The Rossland *Miner* described him as "a lover of manly sports, a good whip, a firm rider, an enthusiastic yachtsman;" spoke of his universal kindness and generosity; and declared him to be in the best sense of the phrase "the first gentleman of Europe." The Toronto *Mail and Empire* spoke of him as schooled in the art of constitutional government and as bringing to his exalted position an inheritance of wisdom and graciousness which had already made him a bond of union between the classes and the masses. "He has," it was added, "given evidence of high culture and of sound common sense. He is familiar with administrative duties; he is a ready and accurate judge of men; he is tactful to a degree. In a word, he is clever."

There were very few discordant notes in these comments. The French-Canadian press was almost unanimously complimentary and loyal in its expressions. In this *La Patrie*, the Liberal organ, vied with *Le Journal*, the leading Conservative paper of the Province of Quebec. *La Presse* was eloquent in connection with its general description of the duties of a Sovereign and sympathetic in its analysis of the life and character of the new King. "Meanwhile, since yesterday, there is in the face of all this, a man thoroughly prepared for the battle, perfectly qualified and strong. His Majesty Edward VII. is well armed to direct and to execute. He has a high soul, cultivated, delicate, educated and governed by a remarkable judgment. Wherever he has travelled, through the most distinguished centres of Europe, he left the impression of a deep thinker and a far-seeing Prince. He has the outward appearance of an amiable and courteous

gentleman, and in the general business of life is full of condescension and amiability. He is a hard worker and a surprising organizer and creator of Associations of all kinds. The public may have been under the impression that the life of the Prince of Wales has been one long series of flowers, pleasures and luxuries. On the contrary, for the Prince who has just ceased to be, it has been a life of action, self-denial and patience from morning until night. His broad mind is absolutely free from prejudice. He inherited from his beloved mother a firmness of character which enables him to put everyone in his place according to the modern laws of etiquette. . . . To-day his powers are great, and he has become the official guardian of the political and national honour of the Empire. There is no doubt that he will prove himself a model constitutional King."

The New King and Canada

The early incidents of King Edward's reign were marked by many evidences of special consideration for Canada as well as by many Canadian expressions of personal loyalty to the King. Amongst the latter must be mentioned the concluding statement in Sir Wilfrid Laurier's speech of February 9th, that His Majesty's assurance of a desire and intention to follow in the footsteps of his noble mother was not required to make Canadians feel that her wise policy and conduct would be his guide. "We have believed from the first that he who was a wise Prince would be a wise King." One other tribute may be mentioned. Mr. Goldwin Smith, writing as "Bystander" in the Toronto *Weekly Sun* threw aside his wonted air of caustic pessimism and declared that Edward VII. was ascending a safe and comfortable Throne amidst the general applause of the nation. "The engaging manner—his gift from his boyhood—and the social tact which have made him universally popular as Prince, and carried him unharmed through some critical passages in his life, will not fail him as King. He has at his side a Consort whose beauty, grace and amiability at once won and have always retained the love of the nation. Everything promises him a prosperous and happy reign."

Amongst the first fruits of the accession was the splendid state opening of Parliament by the King, who was accompanied by the Queen Consort and whose Speech from the Throne on February 14th was supposed to have been of a more personal character than has been the case for many years. In it, His Majesty spoke of the coming visit of the Duke of Cornwall and York to Australia, and announced the extension of the tour so as to include New Zealand and the Dominion of Canada. A reference was also made to the Colonies and their part in the war. "The prolongation of hostilities in South Africa," said the King, "has led me to make a further call upon the patriotism and devotion of Canada and Australia. I rejoice that my request has met with a prompt and loyal response, and that large additional contingents from those Colonies will embark for the seat of war at an early date." On the succeeding day the Strathcona Horse was welcomed home from South Africa by the King in person. He was accompanied by Princess Louise, Duchess of Argyll, the Duke

of Connaught, the Duke of Cambridge, the Duke of Argyll, Prince Charles of Denmark, Earl Roberts and Sir Redvers Buller. To Lieutenant-Colonel S. B. Steele—who was destined for the command of a succeeding Canadian contingent in the South Africa Police Force—and the officers and men of the Regiment His Majesty addressed a brief speech at the close of the march-past:—

> I welcome you here on our shores on your return from active service in South Africa. I know it would have been the urgent wish of my beloved mother, our revered Queen, to have welcomed you also. That was not to be; but be assured she deeply appreciated the services you rendered, as I do. It has given me great satisfaction to inspect you to-day, to have presented you with your war medals, and also with the King's colour. I feel sure that in entrusting this colour to you, Colonel Steele, and to those under you, you will always defend it, and will do your duty as you have done in the past year in South Africa, and will do it on all future occasions. I am glad that Lord Strathcona is here to-day, as it is owing to him that this magnificent force has been equipped and sent out. I can only hope that your short sojourn in England may be agreeable to you, and that you will return home safely to your friends and relatives. Be assured that neither I nor the British nation will ever forget the valuable services you have rendered in South Africa.

Colonel Steele's reply was simple and soldierly, and immediately afterwards the King fastened upon his breast the insignia of the 4th Class of the Royal Victorian Order—M.V.O. On April 22nd a reply to the loyal Address of the Canadian Parliament was presented and laid on the table of the House. It came through the Colonial Secretary and read, in great part as follows: "His Majesty is deeply grateful to his faithful Parliament of Canada for the loving tribute which their Address bears to the memory of Her late Majesty and he will hope and endeavour, relying on their loyal co-operation, to justify their confidence in his ability to maintain undiminished the glorious and beneficient results of Her late Majesty's reign."

The seizure of the *Irish People* in Dublin, on May 10th, for its vile personal slander of the King occasioned some comment in Canada, but no such action or controversy as it raised in Australia. There, the Victorian Legislature, on motion of the Premier and by a vote of 64 to 17, expelled Mr. E. Findley for having republished the libellous and disloyal article in his paper *The Tocsin*. Mr. Findley ran again in Melbourne and was defeated by a substantial majority, both the Premier and the Opposition Leader speaking against his candidature. In Canada very few papers republished the article—the Hamilton *Times*, the London *Advertiser*, the Stratford *Beacon*, the St. John *Telegraph* and the Chatham *Planet* being the chief ones to do so.

There was some comment during the year upon the obviously growing personal influence of the Crown, and on March 14th a letter appeared in the English papers from Mr. Goldwin Smith drawing attention to the alleged fact that power was passing from the hands of Parliament into the hands of the Ministers; that Imperialism, with a tendency to exalt the monarchy above the constitution, was the prevailing sentiment of the day; that a revival of personal and autocratic government was looming into view. "The personal

government of George III. was wholly irresponsible. Toward something like a renewal of this it is apparent you are now allowing yourselves to be drawn." The same gentleman at a meeting in the Normal School, Toronto, on October 2nd, made the following statement: "As Professor of History there (at Oxford) I had one interesting and delightful pupil—our present King. While he was at Oxford I used to lecture to him privately on history and afterwards had to go and examine him."

On July 28th, a deputation composed of the Countess of Aberdeen, Lady Taylor, President of the National Council of Women of Canada, and Miss T. F. Wilson, Secretary, Lord Strathcona, Mrs. Learmont and Mrs. Griffin of Ottawa, waited upon Queen Alexandra and presented an Address signed by 25,000 Canadian women and beautifully arranged in handsome volumes. Her Majesty replied with characteristic graciousness and expressed special thanks for the loving references to the late Sovereign. "It is impossible to estimate the extent to which her life and example contributed to that enlargement of the spheres of women's activities which has added so much to the happiness of the British people and which constitutes not the least glory of the era associated with her name."

An unpleasant incident of the year was the persistence with which reports of the King's serious illness were circulated. Rumours of cancer and a cancerous growth in the throat were current for some time until a denial in the London *Lancet* showed that it was only sensational talk. Even after that the *North American*, of Philadelphia, published a cable on November 16th stating, and some Canadian papers republished this definite statement, that "King Edward's life is not worth more than two years at the very most." On November 20th, Sir Frederick Treves, Surgeon to the King, in the course of a speech stated that these reports were both wicked and foolish. "King Edward never enjoyed such excellent health as at the present time." Mr. I. N. Ford, the London correspondent of the *Globe*, confirmed the statement as to the apparent good health of His Majesty in a despatch on the following day. The death of the Empress Frederick, Crown Princess of England and sister of the King, in August, evoked a general expression of regret and sympathy from the press of Canada and many references to her remarkable ability and strong characteristics.

The King's Accession Oath

Almost immediately after the accession of the King, a controversy developed over the Royal Declaration against Transubstantiation—sworn by the Sovereign under an old enactment at the first meeting of his Parliament. The Oath was duly taken as follows on February 15th:—

I do solemnly and sincerely, in the presence of God, profess, testify, and declare, that I do believe that in the Sacrament of the Lord's Supper there is no any transubstantiation of the elements of bread and wine into the body and blood of Christ at or after the consecration thereof by any person whatsoever; and that the invocation or adoration of the Virgin Mary or any other saint and the sacrifice of the mass, as they are now used in the Church of Rome, are superstitious

and idolatrous; and I do solemnly, in the presence of God, profess, testify, and declare, that I do make this Declaration, and every part thereof, in the plain and ordinary sense of the words read unto me, as they are commonly understood by English Protestants, without any evasion, equivocation or mental reservation whatsoever and without any dispensation already granted me for this purpose by the Pope, or any other authority or person whatsoever, or without any hope of any such dispensation from any person or authority whatsoever, or without thinking that I am or can be acquitted before God or man, or absolved of this Declaration, or any part thereof, although the Pope, or any other person or persons, or power whatsoever, should dispense with or annul the same, or declare that it was null and void from the beginning.

Five days later, Lord Herries moved in the House of Lords for the appointment of a Committee to consider and report upon the matter. The proposal was accepted by Lord Salisbury and, on the following, day a Committee was appointed to consider whether the language of the Oath might be modified without "diminishing its efficiency as a security for the maintenance of the Protestant Succession." Meantime, a pronounced agitation had developed in Canada. Many of the Bishops and Archbishops of the Roman Catholic Church met at Ottawa late in January, and considered the whole matter. The result was the dispatch of a letter to Cardinal Vaughan from the Archbishop's Palace in Quebec, on March 16th, signed by all the Canadian Hierarchy. This document heartily endorsed the protest which had already been made by His Eminence in England; described the Declaration as the product of an iniquitous law and as an unlucky remembrance of past discords and hatreds; pointed to the hour as opportune to the happiness and liberty of the twelve million Catholics over whom His Majesty reigned; and concluded with a personal appeal to the King and the statement that England owed the change "to her name as a Christian and generous nation, a civilizing power where liberty, equity and tolerance flourish, where antiquated prejudices have made room to the respect of justice, where conscience feels safe and keeps its sacredness intact under the auspices of the laws themselves."

In Quebec the French press was earnest in pointing out the desirability of a change but was, upon the whole, moderate in its expressions. The taking of the Declaration at the present Sovereign's accession was recognized as inevitable and unavoidable, but there was a very general feeling that legislation should be enacted changing it for the future. In urging this, the Montreal *True Witness* and the Toronto *Irish Canadian* joined hands with vigour. Strong opposition to any change came, however, from a portion of the Orange Order. Resolutions were passed by a minority of the Lodges urging that no alteration should be made and declaring that any action taken must prejudice the permanency of the Protestant Succession. On March 1st, the question came up in the Dominion Parliament, and the Hon. John Costigan moved an Address to the King, which quoted the Declaration, and stated that "as a token of civil and religious liberties and of an equality of rights guaranteed to all British subjects in the Canadian Confederation, as well as under the British constitution, the British Sovereign should not be called upon to make any Declaration

offensive to the religious belief of any subject of the British Crown." The Address then continued in words that were afterwards modified and finally passed as follows:—

That such a Declaration is offensive to the convictions of all Roman Catholics; that the staunch loyalty of Your Majesty's Roman Catholic subjects in Canada and throughout British Possessions should exempt them from any offensive reference to their religion by their Sovereign; that in the opinion of this House, the Declaration referred to in the above-mentioned Act (The Act of Settlement) should be amended by eliminating therefrom all those expressions which are especially offensive to the religious belief of any subjects of the British Crown.

Mr. Costigan, the representative of the Irish Catholics of the Dominion in previous Conservative Cabinets and now a supporter of the Laurier Government, spoke briefly. He stated that there was no desire to even criticise the Coronation Oath of the Sovereign or the continuity of the Protestant Succession. It was the Declaration preceding the Oath to which exception was taken. He quoted the protest of Lord Kimberley regarding the making of this Declaration, when he had been appointed Viceroy of Ireland and the Queen's representative in 1864, and also from a prominent Protestant journal of England—the *Guardian*. He concluded by simply saying that there did not appear to be two sides to the question and that serious argument was, therefore, unnecessary. Speaking to the motion, Mr. A. S. Kendall referred to the petition submitted to the Crown from the Legislature of Nova Scotia nearly seventy-four years before, asking that its members be relieved from the necessity of taking an oath against transubstantiation. It was carried unanimously, and the request afterwards conceded. He hoped the result would now be the same.

Sir Wilfrid Laurier followed in a speech which took high ground in appealing for religious toleration. The question was not, he believed, a party one in any sense of the word, nor did he intend to make it a Ministerial one though personally in favour of the motion. He dealt with the new position of Canada in the Empire and its right, in view of the Transvaal war developments, to now express an opinion by Parliamentary Resolution upon any Imperial matter. He quoted Lord Salisbury's statement that he deplored the wording of the Declaration, and proceeded to say that its modification along the lines suggested in the Address would relieve the consciences of twelve millions of His Majesty's loyal subjects. He traced the history of the Royal oaths and declarations and the relations in England of Protestant and Catholic claims and opinions. Catholic Emancipation had come and with it equality before the law.

As to the fears of Papal authority which were at the root of this Declaration, the Premier was very explicit. "Time has dispelled many of the misconceptions as to the power of the Pope; and let me say here as a Catholic of the twentieth century, that the Pope has no authority or jurisdiction whatsoever in secular matters. His power and jurisdiction and authority are exclusively in spiritual matters." Such a statement from the Catholic Premier of a country

in which over 40 per cent. of the population was Roman Catholic, constituted one of the most important incidents of the discussion. Sir Wilfrid Laurier went on to declare that, whether this change was made or not, the loyalty of Roman Catholics would not be affected. "They will continue to be, as they are to-day, willing and cheerful subjects of His Majesty King Edward and of his successors. But it can be well admitted that the pride and devotion which we all take in this great Empire, which was the first refuge of liberty, would be more enthusiastic if that legislation—the last remnant of persecuting ages—were to be blotted out forever from the statute books of free England."

The Leader of the Opposition—Mr. R. L. Borden—agreed with the Premier that there was no question of a political character in this matter. He pointed out that the Declaration had been first used by Peers and Commoners with a view to prevent Roman Catholics from sitting in Parliament. It was not required to secure the Protestant Succession which was already abundantly guarded by the Bill of Rights, the Act of Settlement and the Coronation Oath. He asked how Protestants throughout the Empire would like the Declaration if the situation were reversed, and he strongly deprecated the idea that it was not exactly Canada's place to express an opinion at this juncture. "The compact which the King makes with his people when he ascends the Throne is a compact which he makes with us as well as with the people of the Mother Country." Mr. Borden concluded by suggesting some slight modification in the wording of the Address.

Many other speakers followed. Mr. John Charlton urged, as a strong supporter of Presbyterianism, the necessity of removing this relic of other ages. "If we are to build up the institutions of this country upon a foundation of religious liberty, we must eliminate from our laws all conditions, all declarations, all statutes, that are inconsistent with that principle." Mr. N. Clarke Wallace—Grand Master of the Orange Order—was equally assured in the belief that the Declaration should be maintained intact. He began by quoting the very strongly-worded statements regarding Roman Catholicism made by the Westminster Confession of Faith, and twitted Mr. Charlton upon adherence to that stern creed when combined with objection to the comparatively moderate phraseology of the King's Declaration. He quoted the Thirty-nine Articles of the Church of England to which the King had agreed as head of the Church and asked where the special objection to the Declaration could come in. Turning to the position of the Roman Catholic Church he recited an alleged form of oath for the Bishops of that Church in which they each promised obedience to the Pope and his successors and were each pledged "to persecute and impugn, with all his might, heretics and schismatics and rebels against his said Lord."

The groundwork of his speech was that danger still threatened Protestantism from its historic enemy and that this Declaration was one of the obvious protections against a change in the British

Succession and one which ought to be still preserved. In Canada it had, he claimed, no direct effect, and the Premiership of the late Sir John Thompson was an evidence that religious bigotry had no permanent place in the minds of Canadian Protestants. Mr. Henry R. Emmerson, lately the Liberal Premier of New Brunswick, supported the Resolution and the Hon. John G. Haggart, Member of preceding Dominion Governments suggested a modification which should propose the elimination of offensive words rather than the abolition of the Declaration—which he thought the original phraseology of the Address would involve.

Mr. Henri Bourassa, a Liberal, a Frenchman by descent and a Catholic, endorsed the Premier's view that the British Sovereign should be a Protestant. But he agreed that, technically, the Declaration did not compel that result, as a Pagan, a Buddhist, or a Mohammedan could subscribe to it. He took the ground that "as British subjects we have a right to concern ourselves with everything that is in the interest of the Empire at large." His argument in this connection was of importance as coming from one who had vigorously opposed the despatch of Canadian troops to South Africa. "Sir," he said, "the King of England is not only the head of the British Empire, but he is the Sovereign of Canada. He forms part of our Executive system; he forms as much a part of our constitutional system as does this very House of Commons and the Senate." Mr. F. D. Monk and Mr. W. F. Maclean supported Mr. Haggart's suggestion. Mr. Richard Blain spoke against the motion and Mr. R. A. Pringle supported it. Mr. T. R. Flint endorsed the motion and expressed the opinion that a modification or abolition of the Declaration would be an actual measure of relief to the King's successors. "Why should future Sovereigns of the British Empire be called upon to utter in solemn form before the Estates of the Realm a series of statements of an entirely abstract character, a personal belief which does not, in the slightest degree, affect any practical interest of the state?"

Mr. W. B. Northrup opposed the terms of the Address, and Dr. T. S. Sproule criticised its introduction as untimely and unnecessary. Mr. Rodolphe Lemieux strongly supported the motion. "It is a matter of public policy, a request for equal rights, for the exercise of that fair-play and broad toleration which characterize British institutions." Mr. Haughton Lennox protested against the introduction of the question as one dangerous to religious peace and harmony. Mr. F. B. Wade drew attention to the fact that the terms of the Declaration were offensive to the Lutheran Church; Sir Charles Hibbert Tupper supported the view of his Leader, Mr. Borden, and was proud of the character of the debate; Mr. G. W. Fowler spoke in favour of the Address; Mr. Frank Oliver and Mr. J. M. Douglas regretted its introduction; Mr. Jabel Robinson deprecated the whole discussion; Mr. Edward F. Clarke expressed regret at the introduction of the Address, believed the matter to be within the proper jurisdiction of the Imperial Parliament and was willing to

leave the elimination of undesirable words entirely to that body. The debate closed by the Premier accepting Mr. Haggart's suggestion and with the passage of the amended Address as already quoted by a majority of 125 to 19 votes.

Following this debate the subject received the marked consideration of the British Parliament, press and politicians. The Committee already referred to—composed of Lord Salisbury, the Duke of Argyll, Lord Halsbury, the Earl of Crewe, Lord Cadogan and others—reported in favour of leaving out the offensive adjectives, and a measure was duly introduced by the Prime Minister based upon this Report, and with the understanding that the change would be reasonably satisfactory to the Roman Catholic authorities. This, however, was found not to be the case and, after the measure had passed the Lords, it was not further pressed; Lord Salisbury and the London *Times* agreeing in an expression of opinion that no further alteration was possible. The proposed modification, however, the Premier had strongly favoured, and in his speech upon the third reading of the Bill, he drew attention to the difference between the situation now and in the reign of William III; to the growth of the external Empire and the present opinion of Canada in particular as expressed by the protest of the Hierarchy of the Dominion to Cardinal Vaughan. But the moderate change was not deemed suitable by the Church concerned and the recurrence of an agitation against the amendment to the Declaration, as strong as that against the Oath itself, induced the Premier to drop the measures as a matter of Government policy.

Meanwhile, discussion of the matter continued in Canada. There was no doubt as to the French-Canadian position, and *La Presse*, of Montreal, on July 17th, styled the phraseology of the Declaration a "sectarian boast" not calculated to win affection to the King or to promote loyalty abroad to the Empire. "The King, condemning all religions besides his own, is no longer the eminent and impartial being whom constitutional doctrine brings out as the source of all justice and all power. He comes down from his pedestal, he abandons his Majesty to fall into sectarianism and deliberately submits himself to the judgment of his subjects who simply tax him with heresy and error and pity him—for if they are convinced in their faith they cannot do otherwise."

During the following month a protest addressed to Mr. Chamberlain was put in printed form and circulated for signatures throughout the parishes of Quebec. It was read in the churches of Montreal on August 25th, and, after denouncing the Colonial Secretary personally for retaining in the Royal oath "declarations which are contrary to the Catholic faith," it proceeded to declare that "this sectarian intolerance, dishonourable to England, cannot but alienate the hearts of a great number of the subjects of His Majesty" and to demand "the abolition of this vestige of hate and religious discord." A little later—as published in the *Catholic Register*, of October 31st—the Rector of Laval University, at Quebec, addressed a letter to Mr. Chamberlain, in which he recited the position of that institution of learning, the

liberty which its students had enjoyed, the loyalty which they had always felt, the love which they also felt for their own Church, and the veneration which they had for the Pope. "For these reasons they are pained to see His Majesty forced to take an Oath in which are explicitly denied truths which they admit and dogmas which they venerate." In their name he begged that a change be made in the form of the Declaration.

Canada and the Royal Titles

For a number of years the question of adding to the titles of the Sovereign something which should embody the position of countries, like Canada and Australia, had been fitfully discussed. As far back as the creation of the Canadian Dominion, in 1867, Sir John Macdonald had proposed for it the name of Kingdom; in 1887, at the Colonial Conference in London, the matter had been again considered; the accession of the King caused the discussion to be now renewed with added force and interest. Sir William Lyne, the Premier of New South Wales, at once proposed that Australia should be in some way recognized in the Royal titles, and the London *Times*, on January 26, 1901, declared in this connection that "there have been great and recent changes in the conditions of the Empire which it would seem proper to recognize."

Considerable discussion followed in Canada. The arguments in favour of such a step were summarized in a letter which appeared in the Montreal *Star* and other papers on February 4th.* Only Canada and Australia, it was said, need be now dealt with, and the inclusion of these countries in the King's title, after the name of Ireland, would give their citizens publicly and officially what they possessed practically—an equality of position with their fellow-subjects in Great Britain and Ireland. The name of Canada would thus appear as a nation of the Empire in a myriad of public documents and languages and newspapers all over the world. It would become much better known and the change would help to distinguish Canada from "America" as the United States was now so frequently termed. The identity of the country as a free Kingdom within the Empire, rather than as a slightly regarded dependency, would thus be widely diffused.

The matter was widely dealt with throughout these early months of the year. The Hon. James Young, of Galt, took the ground that the word Dominion was now dear to the mass of Canadians and should, therefore, not be changed. The idea was rendered more difficult of realization by the creation of the "Commonwealth" of Australia. The Montreal *Star* favoured the adoption of the title "King of Canada"; the Toronto *World*, in a vague sort of way, supported the principle of a new and comprehensive title; the Montreal *Gazette* urged the adoption of the title without changing the use of the word "Dominion;" the Winnipeg *Telegram* favoured the change, or, as an alternative, the title "Emperor of Greater Britain and India;" the Montreal *Witness* supported the proposal and urged Sir Wilfrid Laurier to take the sense of Parliament on the question.

*Written by the Editor of this volume in repetition of arguments which he had used some six years before.

Further comments came as a result of some senseless cable gossip from an American correspondent stating that the title "Emperor of Canada" was under consideration by the Imperial authorities. There was no evidence that this was a fact, but the suggestion was immediately deprecated by the press as unsuitable and undesirable. The Toronto *Mail and Empire* declared the use of this phrase to be unsuitable, and thought that if a change was determined upon the Dominion might very well be described as one of the Kingdoms forming the Empire. The London *News* favoured "King of Canada," the Hamilton *Post* supported "Emperor of Canada" as the proper designation, while the Guelph *Herald* thought "Emperor of Great Britain" would cover the ground. The Fredericton *Gleaner* considered that the time had come for Canada and Australia to take their place as sister Kingdoms beside England, Ireland and Scotland. At the annual meeting of the British Empire League in Canada on February 13th, a Resolution was unanimously passed, on motion of Mr. H. M. Mowat, K.C., of Toronto, and Sir Hibbert Tupper, of Vancouver, ordering "that representations be made to the parent League urging that the present is a fitting time for the name of Canada to be associated with the other domains already mentioned in the title of His Majesty the King, and asking the endeavours of the parent League to bring that about."

Meanwhile the matter was being seriously considered in Great Britain. On January 20th Mr. Chamberlain telegraphed the Governors-General of Canada and Australia that "King Edward's accession offers an opportunity of considering the Monarch's titles and I am very desirous that the separate and greatly increased importance of the Colonies should be recognized if possible." He went on to suggest the designation of "King of Great Britain and Ireland and of Greater Britain beyond the Seas;" to deprecate the inclusion of Canada and Australia separately because of the protests which might follow from the smaller Colonies; and to ask for the opinion of the Ministries of Australia and Canada upon the subject.

The Canadian Government replied through Lord Minto approving the general proposal; objecting to the words "Greater Britain," however, as hardly appropriate; and proposing the additional title of "King of Canada, Australia, South Africa and all the British Dominions beyond the Seas" or, if brevity were preferred, that of "King, or Sovereign of all the British Dominions beyond the Seas." For the Commonwealth Ministry, Lord Hopetoun stated that the designation "Sovereign Lord of the British Realms beyond the Seas" would best please His Majesty's subjects in Australia. The Colonial Secretary then consulted the Governors of Cape Colony, Natal, New Zealand and Newfoundland, reciting the various proposals and expressing himself as personally in favour af the style "King of all the British Dominions beyond the Seas." The Colonies mentioned joined in approval of the same title and in expressing pleasure at the proposed compliment to the countries concerned.

On July 21st Lord Strathcona was interviewed by the London *Daily News* and declared that the people of the Dominion "would have been glad if Canada could have been specially mentioned in the new title, but, of course, the inclusion of the names of the great self-governing communities would have made the name too long and they will be quite satisfied with the decision of the Government." Sir Horace Tozer, Agent-General for Queensland, Sir Walter Peace for Natal, and the Hon. H. Copeland for New South Wales expressed the same view. Finally it was announced that the Sovereign would be recommended to adopt the style and title of Edward VII. "by the Grace of God, of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India." This was duly proclaimed in London on November 4th and thereafter in the Colonies. Of the new title there was general approval in Canada, perhaps the only objection of prominence coming from Mr. Goldwin Smith, who did not like its assumption of nominal as well as actual sovereignty over the Colonies. In the columns of the Toronto *Sun*, on July 31st, after some criticism of details, he went on to say: "Criticisms of this kind, however, are of little importance, compared with the challenge practically thrown out, in the assumption of the new title in regard to Canada, by Old World monarchy and aristocracy to the democracy of the New World. It is difficult to forecast the immediate course of events upon this continent; but it may pretty safely be surmised that the challenge will in some way be ultimately accepted. Might it not have been wise to leave the Act of Settlement alone?"

The King's Birthday

The first anniversary of King Edward's Birthday was quietly celebrated in Canada on November 9th. The Governor-General's state dinner at Ottawa; a state dinner at the Union Club in Victoria by Lieut-Governor Sir H. G. Joly de Lotbinière; a very large dinner given by Lord Strathcona and Mount Royal at Montreal; a banquet given in the same city by the First Prince of Wales Fusiliers, with Lieut.-Colonel J. P. Cooke in the chair; a dinner held at the National Club in Toronto with Mr. J. F. Ellis in the chair, and speeches by Mayor Howland, C.M.G., Lieut.-Colonel G. T. Denison, Hon. George E. Foster and Mr. D. R. Wilkie; were the chief events which marked the day. Lieut.-Governor Sir L. A. Jetté, of Quebec, also gave a dinner as did most of the other Lieut.-Governors.

Sermons were preached on Sunday, November 10th, in various churches throughout the Dominion and many loyal references made to the new reign and the new Sovereign. Especially eloquent was that of the Very Rev. Dean Carmichael of Montreal. "Never did monarch assume the Royal sceptre with greater quietness and becoming dignity than our present King and never, I believe, was the Empire more firmly welded to the throne and the throne to the Empire than at the present moment." War might have its sorrows and Britain her troubles, but "no King that ever ruled her had at his back a more consolidated and loyal host of subjects." He

would go down to posterity as "the great and wise son of the greatest and wisest Queen."

The morning of the King's anniversary opened with Royal salutes fired at Halifax, Charlottetown, St. John, Quebec, Montreal, Ottawa, Kingston, Toronto, London, Winnipeg and Victoria. The press was absolutely unanimous in its congratulations and loyalty. Only a very slight reference can be made here to what was said. The phrase "every inch a King" was frequently used in these comments; the Halifax *Chronicle* thought that November 9th should be "the great day of our Imperial year;" the Vancouver *Province* spoke of His Majesty as "a man of ripe judgment and infinite tact." The popular celebration of the day was, however, very slight—partly because it was a new holiday, partly on account of the bad weather usual at the time of the year, partly because of Thanksgiving Day having been appointed for a couple of weeks later.

There was a good deal of discussion in the press as to how the holiday should be observed in view of the large number of holidays now kept, and the establishment of May 24th as Victoria Day. By some papers it was thought that Thanksgiving Day should be abolished as not really serving the purpose for which it was originally appointed, and as being an American innovation which had never been really popular in Canada—owing largely to the late period in the year in which it was held. Others thought that for the latter reason November 9th could never be as widely observed as the Queen's Birthday had been. The majority of the papers seemed to think that Thanksgiving Day and the King's Birthday might very well be celebrated together on November 9th, and that Parliament should arrange this for the future.

Section VII—THE ROYAL TOUR OF CANADA

Preliminary Arrangements and Opinions

On September 17, 1900, it was announced by the Colonial Office that Her Majesty the Queen had assented to the request of the Australian Colonies that H.R.H. the Duke of York should open their newly established Federal Parliament in the spring of 1901. "Her Majesty at the same time wishes to signify her sense of the loyalty and devotion which have prompted the spontaneous aid so liberally offered by all the Colonies in the South African War, and of the splendid gallantry of her Colonial troops." After the death of the Queen it was feared that the time might not be considered opportune for carrying out the project, but on February 14, 1901, the King announced in his Speech to Parliament, that the visit to Australia would not be abandoned and that it would be extended to the Dominion of Canada. "I still desire to give effect to Her late Majesty's wishes . . . as an evidence of her interest as well as my own in all that concerns the welfare of my subjects beyond the seas."

On March 14th, the Duke of York—then also Duke of Cornwall—sailed from Portsmouth with the Duchess of Cornwall and York, on a nine month's tour of the Empire. During the ensuing six months they visited Gibraltar, Malta, Port Said, Suez, Aden, Colombo, Singapore, Melbourne, Brisbane, Sydney, Auckland, Wellington, Lyttleton, Dunedin, Hobart, Adelaide, Freemantle, Mauritius, Durban, Simonstown, Cape Town, Ascension, St. Vincent and other places in Asia, Africa, Australia and New Zealand—a distance of 30,000 miles by sea and land under the British flag and amongst communities owning the sovereignty or suzerainty of the British Crown.

The Royal Suite consisted of a number of notable men including H. S.H. Prince Alexander of Teck, K.C.V.O., brother of the Duchess; Lord Wenlock, G.C.S.I., G.C.I.E., who was at one time Governor of Madras; Lieut.-Col. Sir Arthur Bigge, G.C.V.O., K.C.B., C.M.G., so well known as Private Secretary for many years to the late Queen Victoria; Sir John Anderson, K.C.M.G., a prominent official of the Colonial Office; Sir Donald Mackenzie Wallace, K.C.I.E., journalist and author; Captain, the Viscount Crichton, D.S.O., A.D.C. and Lieutenant, the Duke of Roxburghe, M.V.O.; the Hon. Derek Keppel M.V.O., and Commander Sir Charles Cust, Bart, M.V.O., R.N., were Equerries. The Rev. J. N. Dalton, M.A., C.M.G., was Chaplain, and amongst other members of the Royal party were the Commander of the *Ophir*, Commodore A. L. Winsloe, R.N., Commander B. Godfrey-Tansell, R.N., A.D.C., Major J. H. Bor, C.M.G., A.D.C., Chevalier E. de Martino, M.V.O., Marine Artist, Mr. Sydney Hall and Dr. A. R. Manby. With Her Royal Highness as Ladies-in-Waiting were Lady Mary Lygon, Lady Catharine Coke and Mrs. Derek Keppel. Meanwhile, the Queen's death had caused uneasiness in Canada as to the continuance of the

tour and thereafter considerable uncertainty existed for a time as to how much of the country could be included in the arrangements. At the opening of Parliament on February 7th, the Speech from the Throne made the following announcement:—

> Acting on the advice of my Ministers, I had, previously to the great grief which has fallen upon the nation, tendered an invitation on your behalf to His Royal Highness the Duke of Cornwall and York to conclude his intended visit to Australasia by one to the Dominion of Canada, and I am glad to be able to inform you that His Royal Highness has been pleased to signify his acceptance of the same. I still hope that that visit may not be considered impossible. I have no doubt of the warmth of the welcome with which he will be received.

In the Senate four days later, Mr. Ellis expressed an earnest hope that the Royal journey would be carried out and extended to Canada. "No form of words could express the desire we would have that the Prince should come here." Mr. Melvin Jones hoped that the Duke would see Canada from ocean to ocean and spoke of the wonderful Empire which he was proposing to visit. Sir Mackenzie Bowell echoed the idea. "Nothing will so tend to expand his ideas as to the importance and magnitude of the Empire over which he may be called to rule, as travelling through the different portions of it." In the House of Commons, Mr. Guthrie, mover of the Address, said that all Canadians, without distinction, would prepare to give a loyal and fitting welcome to the Prince, not only on his own account, but as the son of the King and grandson of their late loved Sovereign. Mr. Marcil spoke of the historic visit of the Prince of Wales in 1860. "Canada will feel proud and happy, and in a particular manner the people of the Province of Quebec, I have no doubt, will be delighted to tender the Royal visitor just as enthusiastic and as loyal a reception as that accorded his illustrious father." Mr. R. L. Borden declared that there were many pleasant memories of Prince George down by the sea, and that nowhere would he be more warmly welcomed than in Nova Scotia.

Shortly afterwards the King's assurance upon this point became public. On February 26th, the Hon E. G. Prior expressed the anxiety of the Western part of Canada by asking in the House of Commons if the reports that Their Royal Highnesses did not intend to visit the Pacific Coast were true. Sir Wilfrid Laurier replied that private correspondence was being exchanged between Ottawa and London upon the subject. A few days later, on March 5th, it was announced that the Royal couple would visit British Columbia. There was then some discussion as to the landing place. Halifax expected and was desirous of the honour and its Council passed a Resolution urging the matter upon the consideration of the authorities. Finally, on May 14th, it was stated officially that Quebec had been selected, and that September 16th would be the date of arrival.

Meantime, the press of the Dominion had been dealing with the Royal visit from various standpoints; though the same conclusion was nearly always reached by the English-speaking papers of the country —the conclusion that it could only result in good to Canada and to

the Imperial connection. The Quebec *Telegraph*, of September 19th, dilated upon the greatness of the Tour which was to terminate in the Royal progress through Canada. "There had been nothing in history portraying Imperialism on so vast a scale." The state visits of the Emperor Hadrian, or of the modern Czar of Russia, could offer no comparison with this tour of a King's son through a portion of his Father's world-wide dominions. "No other ruler's son to-day could evoke the loyalty and affection of so many free peoples." The Toronto *World* declared that there could be no doubt of the sentiment of Imperial unity receiving an impetus from the coming visit to Canada. The Alvinston *Free Press* expected that the Duke would have a splendid impression on the Canadian people. "Let loyalty and patriotism run high and let them have every possible channel for expression."

The Winnipeg *Tribune*, of August 24th, believed that the young Duke did not desire any costly or ostentatious display. "The idea should be rather to make the demonstration as simple and spontaneous as possible, and to exert every effort to have the people participate." The British people were loyal to the Crown chiefly because they respected the system upon which their Government rested, and because they believed it as good, if not better, than that of any other country. Therefore, it is that Canadians would take pleasure in showing their attachment to the institutions of the Empire by honouring the King's son and his wife. The London *Advertiser*, of September 11th, thought the Tour more than a personal matter. "It is part of the 'Imperial programme' and is meant to give another sign of the unity of the British Empire."

The Toronto *Mail and Empire*, of September 12th, thought there were many reasons for welcoming the Duke of Cornwall and York to Canada. "He is the descendant of the best Sovereign the world has known, he comes to speak for our King, he will, one day, himself sit on the historic throne, but, above all, he is the representative of those principles, traditions and institutions which make the name of Great Britain glorious wherever law and order, progress and justice are prized." The Brantford *Expositor*, of October 9th, declared that the Royal visitors were welcomed for more reasons than that of standing beneath the shadow of the throne. "They are messengers of good-will from the Mother Country to the Colonies, and they are demonstrating in their globe-encircling tour the unity and vastness and strength of the Empire." The London *Free Press*, of three days later, referred to the geographical position of Western Ontario and declared that, dove-tailed as it was between two of the most prosperous States of the American Republic, and close as were the social and business relations of the two peoples, "the dominant note is that of supreme contentment with British institutions and loyal attachment to the Crown and realm."

The Toronto *News*, of October 10th, thought that memories of Queen Victoria would have much to do with the welcome. "It is with the spell of the great Queen's memory still upon us and our love for her and devotion to her Throne, still strong within our hearts,

that we bid a three-fold welcome to our Royal guests." Another feeling found expression in the final contribution to the Toronto *Star* of a very democratic anonymous writer who had been dealing humourously with the subject for some weeks: "The arches, the great guns, the hats doffed, courtiers on their knees, the cheers, are not for the Duke alone, but in honour of the great past of the little Island that he represents and in whose history he may some time take a vital part as King." *Acta Victoriana*, the organ of the students of Victoria University, had clear ideas as to the basis of the reception which was to be given the Royal couple: "The superiority of the limited monarchical form of government, as opposed to all other systems of government, is well typified in the genuine pleasure which all Canadians take in according a royal welcome to the representatives of British sovereignty." The Ottawa *Journal*, of September 18th, analyzed the excitement and stir of the moment in the following effective terms:—

> Some childishness there is about it, no doubt; perhaps a little injection of shoddyism in parts; a good deal of vagueness and slop-over with no definite idea why, certainly—but behind the whole is the feeling and impress of a splendid historical continuity; of a procession of centuries during which the blood royal has been representative of the race; of a pageant of a thousand years in the purple; of a vista in the one endless line of the greatest opportunity or greatest failure, loftiest pride or lowest humbling, proudest triumphs or most notable catastrophies, which can fall to the lot of man upon this earth.

Arrival of the Royal Visitors

When the Duke and Duchess of Cornwall and York landed at Quebec on September 16, 1901, they entered upon the first State visit of Royalty to the Dominion of Canada. King Edward VII. had paid a visit to the old Provinces of British America in 1860, but had seen nothing of the newer and vaster West. Away back in 1786, Prince William Henry—afterwards King William IV.—had visited Halifax, and in 1791-1800 H.R.H. the Duke of Kent had lived in Quebec, or in Halifax, as Commander of the Royal Forces. Princess Louise, Marchioness of Lorne, during the last quarter of the next century, was in Canada, as wife of the Governor-General; and visits had been paid from time to time—some of them most fleeting in character, and none of them official in their form—by Prince Alfred, Duke of Edinburgh, Prince Arthur, Duke of Connaught, Prince Leopold, Duke of Albany, and Prince George, now Duke of Cornwall.

But it remained for the opening year of the twentieth century to witness a State tour of Canada as one of the great constitutional portions of the Empire and as a factor whose allegiance made such a visit desirable, and whose loyalty made it appropriate. On September 15th, the ancient city of Quebec was crowded with visitors; the streets were gaily decorated, and the buildings everywhere blazoned with the French greeting "bienvenue;" the splendid citadel rock of historic fame was ablaze with bannerets; on the broad bosom of the St. Lawrence were four great warships awaiting the Royal visitors; in the town itself were the Governor-General of Canada, his Prime

Minister and all the members of the Dominion Cabinet, excepting Sir Richard Cartwright, waiting to receive the guests of the nation.

On Monday morning, the *Ophir* arrived at the wharf, and the Duke and Duchess, accompanied by Lord Minto and Sir Wilfrid Laurier—who had gone down the River to meet them—set foot upon Canadian soil. The Ministers were presented, together with Major Septimus Denison who had been appointed Canadian A.D.C., to His Royal Highness, and the procession through the city then took place, many thousands of people lining the streets, and 3,000 school children at the St. Louis Gate singing "O Canada, Land of Our Ancestors." At the Parliament Buildings, the Hon. S. N. Parent, Mayor of Quebec and Premier of the Province, read a lengthy Address which referred to this visit as a proud privilege, expressed the renewed devotion of the citizens to the Crown and person of their Sovereign, and spoke of French Canadians as "a free, united and happy people, faithful and loyal, attached to their King and country, and rejoicing in their connection with the British Empire and in those noble self-governing institutions which are the palladium of their liberties."

In his reply the Prince referred to the success of the Canadian troops at Paardeberg, and spoke with sorrow of the death of President McKinley. "It is my proud mission to come amongst you as a token of that feeling of admiration and pride which the King and the Empire felt in the exploits of the Canadians who rushed to the defence of the Empire." A Royal procession to the citadel followed, and in the afternoon, the Duke and Duchess visited Laval University where they were received by His Grace Archbishop Bégin, the Rector, and 500 clergymen of the Archdiocese. In the Address, which was read by the Archbishop, reference was made to the late Queen, to the accession of the present Sovereign, to the triumphal welcome on the banks of the mighty St. Lawrence which was being prepared for the nation's guests and to the pleasure of the Church in sharing that welcome. "The history of our country proves that to the Catholic Church belongs the honour of having forged between the English Throne and a French-Canadian people solid bonds which neither adversity nor bribery can sever." Faith in the Church and loyalty to the Crown were the lessons they desired to inculcate.

The University Address was read by the Rev. O. E. Mathieu, the Rector, and declared that its sons appreciated the constitutional liberty which they enjoyed, understood the greatness of the British Empire as a Colonial, industrial and commercial power, and were firmly attached to the conditions of their national life. His Royal Highness, in replying and accepting the degree of LL.D., paid a high tribute to Roman Catholicism in Canada. "I am glad to acknowledge the noble part which the Catholic Church in Canada has played throughout its history; the hallowed memories of its martyred missionaries are a priceless heritage; and in the great and beneficial work of education and in implanting and fostering a spirit of patriotism and loyalty, it has rendered signal service to Canada and the Empire." In the evening a large state dinner was held at the Citadel.

During the ensuing morning the Royal review was held on the Plains of Abraham. It rained during the greater part of the proceedings and this, together with the cancellation of the proposed Reception for which 1,500 invitations had been issued threw a measure of gloom over the city. But neither the rain nor the sad death of the President of the United States could be helped and certainly the Prince never flinched from the discomforts of the former. There were some 5,000 troops on the ground under command of Major-General O'Grady-Haly, C.B., D.S.O., assisted by Lieut.-Col. the Hon. M. Aylmer as Adjutant-General. After the parade was over, His Royal Highness distributed the South African medals to the men and presented Lieut.-Col. R. E. W. Turner of the Queen's Own Canadian Hussars with his V.C., and D.S.O., and a sword of honour from the City of Quebec. In the evening, as on the previous one, the city was brilliantly illuminated and the ships and river showed sudden blazes of light amid the blackness of surrounding night and through the flash of fireworks and gleam of electricity from the shore. The Royal couple gave a farewell dinner on the *Ophir* to a select number, and in the morning started for Montreal.

Visit to Montreal

The journey was made in the splendid train built by the Canadian Pacific Railway Company for the special purposes of this tour and destined to carry the Royal visitors all over the Dominion. Their immediate train of cars was preceded, as elsewhere throughout the country, by one bearing the Governor-General and Lady Minto. Very few stops took place on the way to Montreal, where some change in the programme was to be made, owing to the President's funeral. At Port Neuf, Three Rivers and Lanoraie, however, a few minutes' pause had been arranged. At the Montreal station the Royal couple were received by Mr. Raymond Prefontaine, M.P., Mayor of the City, in gorgeous official robes. With him were Archbishop Bruchési, Vicar-General Racicot, Archbishop Bond, Lord Strathcona and Mount Royal, Mr. T. G. Shaughnessy, Senator Drummond, Rev. Dr. Barclay, Principal Peterson, Sir Wm. Hingston, Sir W. C. Van Horne, Sir Alexandre Lacoste and Sir Wilfrid Laurier, Sir L. H. Davies and the Hon. W. S. Fielding of the Dominion Government.

The civic Address was read in French and the Duke replied in English. *La Patrie* of the previous evening had requested that he should answer in the French language, although at Quebec the Premier of the Province had read his Address in English. The document referred to the visit of the Prince of Wales to Canada in 1860, to the death of the Queen and to the devotion of the people to the Throne—"a throne which is not merely the symbol of a glorious national life and a free and just form of government, but also the throne of a wise, beneficent and patriotic Sovereign." In his reply the Duke spoke of the two great races which formed a happy and prosperous community in this commercial metropolis of Canada. Other addresses were presented from the Numismatic and Antiquarian Society, the Daughters of the Empire and the Baron de Hirsch Institute. There was an immense

crowd present, and the proceedings concluded with the introduction of a number of Indian chiefs to His Royal Highness and the presentation of medals by him to South African veterans.

The procession through the streets to Lord Strathcona's house where the Royal visitors were to stay, was a rather swift drive, and the throngs of people were not given very much time to see the Duke and Duchess. Elsewhere in Canada the rate of progress was slower. Beautiful arches decorated the route—a City arch, a St. George's Society arch, one erected by the Scottish Societies and another by the Athletic Societies. The cheers of the Laval students and the enthusiasm of 5,000 school children on Peel Street were the most marked incidents of the parade through the gaily decorated streets. In the evening Lord Strathcona entertained at dinner in honour of his Royal guests, and the whole city was a blaze of light from electric illuminations and the fireworks on Mount Royal. The Reception in the evening was cancelled owing to the President's funeral. A visit was paid to the mountain in the morning and then followed the formal functions of another busy day.

At McGill University, the Address was read by its Chancellor, Lord Strathcona, and included the following sentence: "Henceforth it will be the prerogative of every succeeding heir to the British Crown to strengthen his personal feelings of patriotic pride, and to deepen his sense of Imperial responsibility, as well as to confer great gratification upon millions of loyal and enthusiastic British subjects by coming into actual contact, on its own territories, with each of the new nations within the Empire." In his reply and acceptance of the Hon. degree of LL.D., the Duke referred to the vast experience which he had gained in this tour and to the hope that "in some slight degree we may have assisted in consolidating and thereby strengthening our great Empire." Then followed an Address from the Medical Faculty, read by Dr. Craik, and including the presentation of a casket,of Laboradorite—a native Canadian metal. The Duke formally opened the new Medical Building. At Laval University the decorations were most elaborate and there was a great assemblage of local clergy. Archbishop Bruchési extended a verbal, instead of written welcome and informed the Duke that the clergy and Professors devoted themselves to training the youth of the University "in science and arts, in loyalty towards the Throne as well as in love of religion and country." An Hon. degree was also given and accepted.

Another place visited was the Royal Victoria Hospital which, like McGill University and its Medical Faculty, owed much to Lord Strathcona. At the Diocesan Institute an Address was presented from the assembled Provincial Synod of Canada by the Lord Bishop of Toronto which, amongst loyal and historical statements, expressed the hope that this visit might "strengthen the bond between Sovereign and people for generations to come." In the afternoon, the Duke and Duchess drove out to the Ville Marie Convent where they were received by the Archbishop of Montreal, the Lady Superior and Sir

Wilfrid Laurier. The Address declared that "throughout this dear Canada of ours the affection of a loyal people to the British constitution greets the Heir Apparent to the Throne and his gracious consort." Reference was also made to the work of King Alfred the Great in establishing convents for women in England. A French Address was also presented as well as a bouquet to the Duchess. As at Laval the Duke replied informally but here, for the first time, he said a few words in French. A torchlight procession of the people, general illumination of the city and more fireworks followed in the evening. At nine o'clock on the succeeding morning the Duke and Duchess of Cornwall started for Ottawa.

At the Capital of the Dominion

The Royal visitors remained in Ottawa from September 20th until noon on September 24th. On the way to the capital a brief stop was made at Alexandria and an Address received. The arrival at Ottawa and the progress through the city was marked by brilliant decorations, cheering crowds and finer weather than had been the case at either Quebec or Montreal. The civic Address was read by Mayor W. D. Morris in a pavilion erected on the Parliament grounds. His Worship's robes eclipsed those of Mayor Prefontaine in splendour, and the gown of furred scarlet cloth with its gold chain was described as very impressive. Upon the platform were Lord and Lady Minto, the members of the Government, including Sir Richard Cartwright for the first time, Archbishop Duhamel and a multitude of other dignitaries—religious, municipal and civil. There were also present deputations from Hull, Almonte, Arnprior, Brockville, Cornwall, Pembroke, Perth and Renfrew, from the Canadians of Massachusetts, the Ottawa Board of Trade, Ottawa St. Andrew's Society, St. George's Society, St. Jean Baptiste Society, St. Patrick's Literary Society, the Veterans of 1866 and 1870, and the Band of Mercy, who all presented loyal Addresses.

In the civic document attention was drawn to the fact of the present King having laid the corner stone of the surrounding Parliament Buildings which "in their massive and enduring character afford to-day a fitting symbol of our invulnerable attachment to those great principles of constitutional government to which are due in no small measure the glory and the greatness of the British Empire." The Board of Trade Address referred to the desirability of developing the internal resources of the Empire so as to meet external and foreign competition. The Ojibbiway Indians referred to their loyal history and declared themselves "ready to do their utmost to preserve untarnished the fame acquired by them when last on the warpath in defence of the British Crown." The Massachusetts Address stated that Canadians there "have not forgotten our love for the reigning family in England, have not lapsed in our affections for our native land."

The St. Patrick's Literary and Scientific Society, after recapitulating the benefits of liberty and loyalty as shown in Canada, hoped the day was not far distant when British statesmen would "recognize

national aspirations by granting those principles of local self-government to Ireland." The St. Jean Baptiste Address referred to "the pure source of justice so well termed British fair play;" to the sympathetic attention paid by English Kings to French-Canadian grievances; and to their attachment to the Throne. "We love to proclaim the loyalty we bear to the flag which has at all times protected our civil and religious liberties." The Address from Hull expressed gratitude for the splendid British contributions to their Fire Relief Fund. "In our city the two races strive together to secure the prosperity of our country and the glory of the Empire."

The reply of His Royal Highness was sympathetic and eloquent in language. It was impossible for him not to think of the difference between forty years ago and the present time. "Ottawa was then but the capital of two Provinces yoked together in uneasy union. To-day it is the capital of a great and prosperous Dominion, stretching from the Atlantic to the Pacific Ocean, the centre of a political life and the administration of a contented and united people. The Federation of Canada stands permanent among the political events of the century just closed for its fruitful and beneficient results on the life of the people concerned." He hoped that mutual toleration and sympathy would continue and be extended to the Empire as a whole and that, more than ever, the people would remain "determined to hold fast and maintain the proud privileges of British citizenship."

On leaving for Government House, the Duke and Duchess were greeted with "The Maple Leaf" sung by thousands of school children and were given a great cheer by the students of Ottawa College. In the afternoon a visit was paid to the lacrosse match between the Cornwalls and Ottawas and at night a state dinner was held at Government House. The city was illuminated on this and subsequent evenings in a way to rival the famous effects of the Pan-American Exposition. On the following morning an investiture of Knighthood was held at Government House, followed by a drive through Hull. At noon the Statue of Queen Victoria on the Parliament grounds was unveiled amid the usual surroundings of state and soldiers and crowds. South African medals were presented by the Duke and to Lieut. E. J. Holland was given his V.C. as well as his medal. His Royal Highness was then lunched by a number of prominent gentlemen of the Rideau Club, and in the afternoon a garden party was held at Government House. In the evening there was a quiet dinner and drive through the city to see the illuminations.

The following day, Sunday, was quietly observed and Christ Church Cathedral attended in the morning by the Royal couple with the Governor-General and Lady Minto. Bishop Hamilton officiated and the sermon was preached by the Rev. Mr. Kittson. The morning of September 23rd was notable for the entertainment given by the Lumbermen of Ottawa. The Duke and Duchess travelled on a special electric car to their destination, went in canoes with *voyageurs* through the rapids, descended the famous lumber-slides of the Chaudiére, witnessed a race of war canoes, saw tree cutting and

logging, watched the strange dances of the woodsmen, ate a lumberman's lunch in a shanty, heard the jolly songs of the *voyageurs* and listened to a speech from a *habitant* foreman which made them and all Canada laugh heartily.

In the evening a brilliant Reception was held in the Senate Chamber. The place was beautifully decorated and illuminated, the costumes were varied and the many uniforms a gorgeous addition to the scene of general brightness and colour. There were about 900 present and Their Royal Highnesses shook hands with all who were presented. At noon on the following morning they left for Winnipeg through crowded streets and cheering people. Before her departure the Duchess of Cornwall was given a handsome cape by the women of Ottawa. The presentation was made by Lady Laurier, on behalf of the contributors, at Government House. In Montreal a beautiful gift had also been made to her in the shape of a corsage ornament composed ef a spray of maple leaves, made of enamel and decorated with 366 tiny diamonds and one large pearl. It was presented by Lady Strathcona and Mrs. George A. Drummond.

Winnipeg and the West

The Royal journey across the continent commenced with the departure from Ottawa and, between the capital of the Dominion and the metropolis of the West, a number of places were passed, and at a few of them, the Royal visitors paused for a brief time. At Carleton Place, there was a cheering crowd and gaily decorated station and singing school children; at Almonte, the town was *en fete*, and cheering could be heard from even the roofs of the distant cotton mills; at Arnprior, the whole population turned out, and the decorations were extensive; at Renfrew and Pembroke, similar crowds gathered; at Patawawa and Chalk River, crowds of country people had gathered; at Mattawa and North Bay, the stations were gaily decorated, and bands played their welcome. Everywhere in the wilds of Algoma and along the rocky shores of Lake Superior little groups of settlers might be seen at the lonely stations watching for a sight of the Duke and Duchess. At Missinabie, a stop was made to see a Hudson's Bay post and stockade, and at White River, the coldest place in Canada south of the Yukon, a picturesque party of Indians was seen. A stop was made at Schreiber, and the whole population turned out to see an Address presented to the Duke and a bouquet to the Duchess. Late in the evening of the 25th, Fort William was reached, and the school children of the town sang "The Maple Leaf" from an illuminated stand at the station. At Port Arthur, the Duke accepted a case of mineral specimens.

Winnipeg was reached, at noon of the next day, after a quick journey through the Lake of the Woods district, and a splendid welcome was accorded the Royal visitors. Flags flew everywhere and decorations abounded throughout the city. At the station, about a hundred of Manitoba's leading men, including Lieut.-Governor, the Hon. D. H. McMillan, Premier the Hon. R. P. Roblin, Chief Justice Killam, Archbishop Machray, the Hon. Hugh John Macdonald, K.C.,

and many others, were gathered. The Governor-General and Lady Minto and Sir Wilfrid Laurier were also present to assist in the welcome, as their trains had preceded the Royal party to Winnipeg. The same order was observed in this connection throughout the Canadian tour.

The Royal procession passed along the wide main street of the city, through the splendid arches of wheat, to the City Hall, where Mayor Arbuthnot presented the Address to the Duke, and Mrs. Arbuthnot a bouquet to the Duchess. The document was a very short one, and simply referred to the growth of the City and Province, the pleasure of having the Royal visitors there and the sincerity of the citizens' regard for British institutions based upon justice and equality. His Grace, Archbishop Machray, then presented an Address from the Church of England in Rupert's Land, expressive of welcome and attachment to the Throne and Empire. Archbishop Langevin, on behalf of the Catholics of Manitoba and the West, in his Address dwelt upon the French pioneer labourers in the North-West, and declared the pride felt by the people of his Church in having defended England's noble standard even at the expense of their blood. "We thank God for the amount of religious liberty we enjoy under the British flag." A reference was, however, made to the possibility of securing more liberty and redressing present grievances.

In his reply, the Duke of Cornwall spoken of the marvellous progress made by Winnipeg—"the busy centre of what has become the great granary of the Empire, the political centre of an active and enterprising population in the full enjoyment of the privileges and institutions of British citizenship." Then followed the presentation of South African medals and a luncheon at Government House attended by many leading citizens. In the afternoon the University of Manitoba was visited, and an Address read by Archbishop Machray, Chancellor of the University and Primate of all Canada. The reply was brief and appropriate, and songs were then listened to from school children, and battalion drills of boys from the public schools witnessed. A state dinner was given in the evening at Government House, and about ten o'clock the Royal visitors passed through the crowded and illuminated streets of the city to the train, followed by a torch-light procession and the echoes of many cheers.

At Regina, on September 27th, a loyal welcome was received. The procession to Government House was followed by the reception of twelve Addresses from Territorial centres and the distribution of South African decorations. A luncheon was given by Lieut.-Governor Forget, and at 3 p.m., the Royal visitors departed for Calgary. There, on the following morning, they witnessed a thoroughly typical Western scene and received a Western welcome. The streets were gaily decorated, and many cheers followed the Duke and Duchess as they proceeded to Victoria Park where a review of 240 Mounted Police was held, medals presented to the South African veterans and Major Belcher decorated with his C.M.G. At another point near the city, the Duke then met a large party of Indians, and

received from them an Address which recited their past privations and present progress, and expressed the hope that, when His Royal Highness should accede to the Throne, it would be "to long reign over us, our children and the other many peoples of the British Empire in peaceful security and abundant happiness."

Speeches were then made by a number of the chiefs, and the Duke replied in most picturesque terms and well suited to the comprehension and phraseology of his hearers. "The Indian is a true man, his words are true words, and he never breaks faith. And he knows that it is the same with the Great King, my father, and with those whom he sends to carry out his wishes. His promises last as long as the sun shall shine and the waters flow. And care will ever be taken that nothing shall come between the Great King and you, his faithful children." Indian children then sang the National Anthem, and, after witnessing an extraordinary spectacle of broncho busting and cow-boy riding, the journey was resumed to the Rockies towering up on the horizon.

At Vancouver and Victoria

Sunday was spent in traversing the marvellous panorama of nature which spreads out through the Rockies and Selkirks, the mighty glaciers, rushing rivers and lightning changes of colour and varied splendours of scene. A stop was made at Banff, and at Laggan and Field the stations were tastefully decorated with evergreen and flags. Revelstoke was passed, the lower levels of the mountains traversed, the plains reached, and on the morning of September 20th the Royal train drew into Vancouver. Mounted Policemen and Blue-jackets from the fleet were there, and, as the procession left for the Court House where addresses were to be received, the deep-mouthed guns of the fleets in the harbour, the ringing bells of the city churches and the cheers of the people sounded a hearty and combined welcome. Through several arches and gay decorations—the Japanese and Chinese arches being noteworthy—the parade proceeded with the Premier of Canada in a carriage at its head.

At the platform in front of the Court House the Royal visitors were received by Mayor Townley, an Address was presented and a bouquet given to the Duchess, as well as a handsome portfolio of British Columbia views from the Local Council of Women. The Duke was very brief in his reply, simply expressing his thanks, his appreciation of the city's progress and a belief that "your hearts beat as warmly and your loyalty is as staunch and true as in any part of the Empire we have visited." The next thing on the programme was the opening of the new Drill Hall and the presentation of South African medals. The Boys' Brigade were also inspected. After luncheon a visit was paid to the Hastings saw-mill and a drive taken through the splendid trees and vistas of Stanley Park. At Brockton Point a drill of school children was held in sight of some 7,000 persons and a grand stand of children looking on. Here the Duke presented a silken banner to the school which had won the prize for drilling and was given an enthusiastic reception. As the

Canadian Pacific Railway Steamer *Empress of India*, with the Royal party on board, passed in the evening across the Bay to Victoria the waters were illuminated with multitudes of lighted craft and the city was a vision of golden light with the background of surrounding blackness.

Accompanied by five warships, the Duke and Duchess of Cornwall arrived at Victoria on the morning of October 1st, and were greeted by Lieutenant-Governor, Sir Henri Joly de Lotbinière, as they landed. With him were Bishop Perrin, Bishop Cridge, Bishop Orth, Colonel Prior, M.P., Senator Macdonald, Hon. Edgar Dewdney, Judges Burbridge, Walkem, Drake, Martin and Irving, Thomas Earle, M.P., and Messrs. Eberts and Prentice of the Local Government, Lieut.-Col. Grant, Lieut.-Col. Holmes and many others. The drive through the decorated streets to the Parliament Buildings was the scene of much cheering and at the destination Their Royal Highnesses were received by the officials of the Province and an immense surrounding crowd.

Mayor Hayward presented the civic Address which referred to the great services the late Sovereign had rendered Imperial unity, dealt with the accession of the King and mentioned the beautiful scenery and climate and great resources of British Columbia. In connection with the South African war a most stirring reference was made. "Silently as nature builds through the passing years, the roots of sympathy and affection for the Mother Country spread far and wide until it remained for the closing year of the 19th century to show an unparalleled manifestation of that development in the burning enthusiasm and spirit of devotion displayed in every part of the world where the meteor flag floats." An Address followed from the Synod of the Presbyterian Church of the Province which expressed assurances of "unswerving loyalty to the Throne and unfaltering attachment to your family."

The residents of British birth or descent in the State of Washington also presented an Address which declared their pride of ancestry and affection for the traditions and virtues of Great Britain. The King's language upon his accession and the growing unity of spirit between the Empire and the Republic were referred to with gratification. Their document stated that an American-British League had been formed in Seattle for the purpose of promoting good-will between the two peoples. In his general reply the Duke made no allusion to international relations, but declared that Canadian sacrifices in South Africa had "forged another link in the golden chain which binds together the brotherhood of the Empire." Medals were then distributed, the school children inspected and a drive taken through the gay streets of the city out to Esquimalt where a barge was taken to the Admiral's flag-ship and luncheon served with Rear-Admiral Bickford as the host.

In the afternoon the Agricultural Exhibition at Victoria was opened and in the evening the City and Parliament Buildings were brilliantly lighted up by electricity and fireworks. After a state dinner at the Governor-General's residence a Reception was held at

the Parliament Buildings. The following day was a very quiet one. Her Royal Highness called on Mrs. Dunsmuir, wife of the Prime Minister, to express sympathy over the terrible disaster at the Extension Mines, and, after luncheon, the Duke and Duchess visited the Royal Jubilee Hospital. During the day the Duchess was presented by the miners of Atlin with a bracelet of gold nuggets. Late in the afternoon farewells were made and the voyage back to Vancouver commenced.

From Vancouver they departed in the morning amid cheers, the Duchess going to Banff, where she stayed for a couple of days, and the Duke going to Poplar Point, Manitoba, forty miles from Winnipeg, where he enjoyed a couple of days' shooting with Senator Kirchhoffer. Winnipeg was reached on October 8th, after the Duchess had seen some of the scenery around Banff and witnessed some wheat threshing in Manitoba while the Duke had greatly appreciated his own rest. They were cordially welcomed at Winnipeg, a visit was paid to Ogilvie's Mill—said to be the largest in the Empire—and the direct journey for Toronto was then commenced. From North Bay through the Muskoka region and on to the capital of Ontario there were cheering crowds at every station. Huntsville, Bracebridge, Gravenhurst and Atherly were marked in this respect. At Orillia, Barrie and Newmarket short stops were made and, amidst gay decorations, singing school children and cheering throngs the Duke and Duchess appeared on the platform, received a few presentations, and, in the case of Her Royal Highness, accepted bouquets of flowers.

The Welcome at Toronto

The occurrences at Toronto during the Royal visit were of a character to make history. The morning of October 10th, when the Duke and Duchess of Cornwall and York arrived, was gloomy, and, later on, the rain poured with steady and depressive persistence. But it did not seem to affect the patience of the waiting crowds or dampen the enthusiasm of the reception. A special station had been erected at the head of St. George Street, and here, amid the patriotic songs of 6,000 school children, the Royal visitors were received by the Hon. G. W. Ross, Premier of Ontario, and a number of his Ministers. The Vice-regal party and Sir Wilfrid Laurier had, as usual, arrived first.

The procession followed through miles of decorated streets and throngs of cheering people until the neighbourhood of King Street and the City Hall was reached, and a scene of colour and serried masses of people witnessed such as Toronto had never known. The streets were lined with 10,000 troops stretching from the station to the Hall, while the Alexandra Gate, erected by the Daughters of the Empire, and the Foresters' Arch, erected by the Independent Order of Foresters, were notable features of the welcome. At the Municipal Buildings, the Royal couple were received by the Mayor of Toronto, O. A. Howland, K.C., C.M.G., and by the singing of a large trained chorus of voices. An immense crowd was present, and Addresses were handed in by various deputations. The formal Civic welcome was read by the Mayor, and, after some general references, declared

that "We rejoice in the privilege bestowed upon us of forming part of a union under one Sovereign engirdling the earth and indissolubly knit together by the free and liberal principles of the British constitution."

The United Empire Loyalists in their Address spoke of the hardships which their ancestors had suffered for the Crown and for a loyalty which it was the desire of their descendants to steadfastly maintain. The York Pioneers, the Royal Society of Canada, the Grand Black Chapter of British America (Orange), the Sons of Scotland Benevolent Association, the Caledonian Society, the Army and Navy Veterans, the St. George's Society, the Salvation Army, the Church of England (Diocese of Toronto), the Toronto Humane Society and Trinity University also presented Addresses. That of the Toronto Methodist Conference was especially interesting. It spoke of the late beloved Queen and her great influence for good, the effect of the South African war in drawing Canada and Britain into closer ties of loyal affection, which neither time nor change would sever, and the work of Methodism in promoting the morality and stability of the nation. They desired also to present "the sincere assurance of loyalty to the British Throne and of our undying attachment to the Empire."

The Duke replied to these expressions of respect at more than usual length. After a reference to the King's reception, when he visited Toronto, to the municipal institutions which the capital represented and led, to the material advancement and intellectual progress of the people, he spoke of the war in South Africa and of "His Majesty's splendid forces in this portion of the Empire." The free institutions of the people of Canada had increased their loyalty. "Their patriotism has broadened and intensified. They have realized how closely they are concerned in the general welfare of the Empire. In no uncertain manner, they have shown their readiness to share in the task of defending its interests and maintaining its honour and integrity."

During the Civic ceremonies, a beautiful bouquet of orchids was presented to Her Royal Highness by Miss Evelyn Cox, and in the afternoon, a presentation was made to the Duchess by Miss Mowat, daughter of the Lieut.-Governor, on behalf of the Women of Toronto. It consisted of a writing-set made of Klondike gold and Canadian amethysts, pearls and crystal. The case was made of Canadian maple. A state dinner was given at Government House in the evening by Sir Oliver Mowat, and the Royal couple afterwards attended a splendid concert at Massey Hall, when Madame Calve and others sang. The streets were filled with enthusiastic crowds far into the night and the illuminations were something unequalled in the history of the city, and unexcelled by any others during the Royal tour. The powerful search-lights from the top of the City Hall tower, which had been imported by Mayor Howland from New York, were an unique feature of the demonstration. The illuminations of the Parliament Buildings, the Foresters' Temple and Osgoode Hall were particularly striking.

On the following morning, October 12th, the Royal Review took place on the Exhibition grounds. It was unquestionably the most brilliant and effective military spectacle ever seen in Canada. Nearly 11,000 men were mustered under the command of Major-General O'Grady-Haly, C.B., D.S.O., with Col. the Hon. M. Aylmer as Adjutant-General, Col. W. H. Cotton as Quartermaster-General, Col. C. W. Drury, C.B., in command of the Artillery, Col. F. L. Lessard, C.B., of the Cavalry, Col. W. D. Otter, C.B., and Col. Lawrence Buchan, C.M.G., in command of the two Infantry Divisions. Of the Infantry Brigades, Lieut.-Col. J. Mason, Lieut.-Col. H. McLaren, Lieut.-Col. John Hughes Lieut.-Col. J. Peters, D.O.C., were in command. Col. J. L. H. Neilson commanded the Army Medical Corps. The Artillery Brigades were in command of Lieut.-Col. A. H. Macdonald, Lieut.-Col. W. Nicol and Lieut.-Col. F. King. Before the Review commenced, His Royal Highness presented the South African medals to a number of soldiers and the V.C. to Major H. C. Z. Cockburn. To the latter also was given a sword of honour on behalf of the Toronto City Council.

Colours were presented to the Royal Canadian Regiment of Infantry and the Royal Canadian Dragoons, in the name of the King, and as a mark of appreciation for their services in the war. The march-past then took place. The Duke was surrounded by a brilliant staff; the Duchess, with the Countess of Minto and the Royal party, was seated in a pavilion specially erected for the purpose. There were said to be 25,000 people on the grounds, and the streets and approaches were lined with many other thousands. In the afternoon, the Duke and Duchess visited the Bishop Strachan School, and the Duke planted a tree in Queen's Park, and reviewed the Fire Brigade. Then came the State visit to Toronto University, the presentation of an Address by the Chancellor, Sir William Meredith, and the acceptance of the Hon. degree of LL.D. The document referred to the King having once accepted a similar honour from the University, to the progress, which had since been made by the institution and to the hope that when that time should come in the course of nature "the glorious sceptre of Great Britain will, in the hands of Your Royal Highness, preserve the brilliancy, the freedom and the gentleness of the Victorian era."

In his reply, the Duke wished every success to the University and its great work. "It is a fitting crown to the admirable and complete system of education of which Ontario justly boasts." After this ceremony was over, the Royal couple returned to Government House, and Mayor Howland entertained the Governor-General and Lady Minto at afternoon tea. In the evening, a Reception was held at the Parliament Buildings, when 2,000 people shook hands, amid brilliant surroundings, with the Heir to the Throne and his Consort. Prior to this, however, a very large state dinner had been held in the halls of the same building with His Excellency the Governor-General as host. The city was again most brilliantly illuminated and filled with waiting throngs anxious to see and cheer the Royal visitors. Early

in the following morning they left Toronto for a rapid trip through Western Ontario.

Visit to Western Ontario

The agricultural garden of older Canada was seen by the Duke of Cornwall and his wife on Saturday, October 12th. As the Royal train rushed through the populous centres, or quiet villages of this rich section of the country, every railway station was crowded with cheering people anxious for a sight of their future Sovereign and his consort. At Brampton a short stop was made and a mass of beautiful roses, carried by eight children, was presented to the Duchess from the well-known rosaries of the town. At Guelph a platform had been erected near the station and here 2,000 school children sang patriotic songs while some prominent citizens were introduced by Mayor Kennedy. At Berlin there was another chorus and another exquisite bouquet of flowers for the Duchess. There was a great crowd of people at this point and the children carried branches of maple leaves as well as flags, which they waved while the singing was going on and the presentations were being made by Mayor Bowlby. The city of Stratford had a gaily decorated station, 8,000 cheering citizens and children singing "The Maple Leaf." An arch had been erected festooned with evergreens and flowers grown by the women of the place. Mayor Stamp presented prominent citizens and the Duke and Duchess were each given bouquets of flowers.

The visit to London was a matter of more formality and length. The city was packed with people from outlying points and the reception to the Royal couple as they drove through decorated streets to the Victoria Park was most enthusiastic. More flowers were presented to the Duchess at the station and the Middlesex Light Infantry formed a guard of honour. At the Park an Address was proffered by Mayor Rumball which expressed attachment and loyalty to the Royal house and referred to the King's visit in 1860 as well as to the success of the present tour. "Permit us to express our sincere congratulations upon the successful accomplishment of your important mission to our sister Dominions beyond the sea, whose sons, like our own, have during recent troublous times so abundantly manifested their loyalty and devotion to the Throne and Empire of Great Britain." The Duke, in replying, expressed the deep regret which the Duchess and himself had felt at not being able to accept all the varied invitations offered to them and to their pleasure at seeing something of the agricultural industries of Western Ontario. He then repeated a thought which had previously found expression at Regina. "We have, however, seen enough to carry away with us a lasting impression of the vast resources and wealth of the Dominion still awaiting that development which can only be attained by the enterprise and perseverance of its inhabitants which ever call for the steady reinforcement of emigrants from the Mother-land." Colours were presented by the Duke to the 7th Regiment, and the departure then took place through the same kind of cheering throngs which had previously lined the decorated streets.

From London the route was taken up to Niagara. Every station was crowded with people, the greatest throngs being at Woodstock and Ingersoll. In the vineyard and fruit region a brief stop was made at Grimsby and cheers from the crowd and a bouquet for the Duchess were received. Finally the Royal train ran into the historic village of Niagara-on-the-Lake, and here, at the Queen's Royal Hotel, the visitors found elaborate preparations for their comfort during the ensuing day of rest. Masses of flowers and fruit were displayed as another proof of the diverse productions of the Dominion. Sunday was, however, a busy day in some respects. In the morning the steamer was taken to Queenston and from thence a special electric car conveyed the Royal couple along the banks of the mighty Niagara, past Brock's monument and the scene of the historic conflict upon Queenston Heights, and on to the famous whirlpool where half an hour of sight-seeing was spent. At Queen Victoria's Park there were crowds of people waiting to see the Duke and Duchess, but only a few minutes glance at the Falls was taken. A visit to Loretto Convent followed, with songs from the pupils and luncheon afterwards. Archbishop O'Connor and Vicar-General McCann, of Toronto, assisted in the reception. The rest of the day was spent in viewing and admiring the ever-changing glories of Niagara Falls and the return took place in the evening.

On October 14th Hamilton was visited and three hours spent in receiving one of the most enthusiastic welcomes of the whole tour. Thousands had gathered in the spacious grounds surrounding the station and the cheering was hearty and continuous. The guard of honour was commanded by Lieut.-Col. H. McLaren and the Duke and Duchess were received by Mayor Hendrie and Lieut.-Col., the Hon. J. M. Gibson, M.P.P., and others. The streets on the way to the City Hall were gaily decorated and crowded with people. At the City Hall were gathered all the dignitaries of the city and there the Address was read. Its terms were much the same as others—one paragraph stating that "we wish to assure Your Royal Highness that the same strong feelings of loyalty and devotion animate us here as have been displayed in other parts of the British Empire which you have visited." The Duke, in his reply, referred to the South African volunteers from Hamilton. "They have shown that they are imbued with the spirit of brotherhood which made them responsive to the thrill which flashed through the Empire from end to end at the first note of challenge." An Address was also presented from the Daughters of the Empire. The Royal visitors lunched at "Holmstead" the residence of Mr. William Hendrie, and afterwards the Duke presented new colours to the 13th Regiment. The departure then took place amidst the cheers of thousands.

At St. Catharines there was a short stop and the whole city turned out, business was suspended and the colleges and schools attended in a body. There was a guard of honour at the station, cheers from 8,000 throats, a beautiful bouquet presented to the Duchess and a few citizens introduced by Mayor McIntyre. Brantford

had its station handsomely decorated and 3,000 school children massed on the platform to sing patriotic songs as the train rolled in. Mayor Wood received the visitors and the guard of honour was composed of the Dufferin Rifles, the Mohawk Institute Cadets and the Collegiate Institute Cadets. Another bouquet for the Duchess was presented and also a casket containing a silver long-distance telephone from Prof. Bell, the father of its inventor—who had been born in Brantford. Their Royal Highnesses signed the Bible which was given in 1712 by Queen Anne to the Mohawk Church of the Six Nations and which already contained the autographs of the King and the Duke of Connaught. A very brief stop was made at Paris where the school children were gathered and a large crowd cheered the Royal couple. At Woodstock the whole population turned out and the train entered the station amid the cheers of 10,000 people. Mayor Mearns presented some of the citizens and his little daughter handed a beautiful bouquet of roses to the Duchess. A thousand school children waved flags and sang the national anthem.

Visit to Eastern Ontario

From the west to the east travelled the Royal train during the night and on the morning of October 15th reached Belleville, where some 8,000 people had assembled to welcome the Duke and Duchess. Presentations by Mayor Graham, a guard of honour, cheers, a bouquet for the Duchess and singing school children, were the familiar features of the brief reception. An Address from 250 deaf and dumb children was, however, an interesting exception. At Kingston the Royal couple drove through the crowded and decorated streets to a Pavilion in front of the City Hall where 3,000 school children sang, cheered and waved flags while flowers were given the Duchess and Addresses presented to the Duke from the town of Gananoque, the United Service Veterans of Ottawa, and the City of Kingston—the latter by Mayor Kent. In the course of his reply the Duke said: "We take this opportunity of our last visit to a centre in Ontario to say how deeply we have been moved by the warmth and affection with which we have been universally received throughout the Province."

Following this ceremony the procession passed on through the historic city to Queen's University where His Royal Highness was given an Hon. LL.D., and presented with an Address by Chancellor, Sir Sandford Fleming. In replying to the latter the Duke expressed the regret of himself and the Duchess at the absence through illness of the Very Reverend Principal Grant, C.M.G. He also stated appreciation of the system of "liberal and comprehensive education" which the Dominion had so boldly pushed forward and of which centres of learning and culture such as Queen's were so important a part. The Duke then laid the corner stone of a new building donated to the University by the citizens of Kingston. There was tremendous cheering from the students and gay decorations along the route which was then taken to the Royal Military College.

At the College they were received by Lieut.-Col. Reade, the Commandant, and witnessed a march-past and a gymnastic display from

the Cadets. A Royal salute was given on departure and the usual bouquet of flowers to the Duchess. At the University an elm tree was planted in front of the Arts Building—an incident not on the programme. Another spontaneous and unexpected matter was the private visit of their Royal Highnesses to Principal Grant at the General Hospital. They talked with him a few minutes and then the Duke personally conferred upon the Principal the C.M.G. which had been recently granted by the King. About one o'clock the Royal party reached the wharf, where they embarked on the steamer *Kingston* which had been most elaborately decorated and fitted up for the occasion, and started for a trip through the beautiful Thousand Islands of the St. Lawrence.

At six o'clock the steamer arrived at Brockville and the Duke and Duchess were greeted with a brilliant display of fireworks from the shore. At the landing place they were met by Mayor Buell, Senator Fulford and other prominent citizens and by great shouting from the assembled throng. A bouquet was given the Duchess and the procession from the wharf to the station was passed through cheering people and the departure made amidst the blaze of fireworks. Some disappointments occurred during this and the previous day to people who had hoped to see the Royal couple at different stations. At Whitby a Royal salute was fired from the Ontario Ladies' College by cannon which had been used during the Prince of Wales' visit, and at Cobourg an immense crowd waited patiently, but uselessly, to see the visitors as the Royal train passed through. Though disappointed the people cheered heartily. At Cornwall on the morning of October 16th there were some 4,000 people at the station and Mayor Campbell presented the Duke and Duchess with a complete set of lacrosse sticks for the Royal children. They were enclosed in a gold-mounted case. The Duchess also received a beautiful bouquet. The next stoppage was at Cardinal, where thousands had assembled from the surrounding country. The school children sang national songs and the Duchess was given more flowers.

In the Maritime Provinces

On the way from Ontario to the Provinces by the Atlantic a pause was made at Montreal on October 16th to visit the Victoria Jubilee Bridge—a reconstruction of the one into which His Majesty the King had driven the last rivet when visiting Canada in 1860. The Duke of Cornwall and York was now presented with a gold rivet by Mr. George B. Reeve, General Manager of the Grand Trunk Railway System, as a souvenir of that event and of his present visit. The Bridge, which was called one of the wonders of the world at the time of its construction, now had a double track and double roadway. A book of photographs was also given to the Duke and a basket of roses to the Duchess.

During the afternoon half-an-hour was spent at Sherbrooke, where the station was gaily decorated, and the 53rd Regiment, the Bishop's College School Cadets and the Seminary Cadets, acted as a guard of honour. Mayor Worthington presented the Address, and during his

reply the Royal speaker declared that "among the many pleasant experiences of our delightful visit to Canada one will remain most deeply graven in our memories—the solemn declaration of personal attachment to my dear father, the King, and of loyalty to the throne of our glorious Empire." A beautiful bear-skin was then presented to the Duchess by Mrs. Worthington on behalf of the ladies of Sherbrooke. Some South African veterans were decorated with the medal, and a delegation from the Caughnawagna Indians received. From Sherbrooke the Royal party then travelled straight through to St. John, New Brunswick, which they reached in the afternoon of October 17th.

At the station there was a guard of honour composed of men from the 62nd Regiment, and amongst those who welcomed the Duke and Duchess as they left the train were Lieut.-Governor, A. R. McClellan, the Hon. A. G. Blair, Senators Ellis and Dever, the Hon. L. J. Tweedie, Prime Minister of the Province, and the Hon. Messrs. Pugsley, Farris, Hill, Dunn and Labillois. The Governor-General and his party and Sir Wilfrid Laurier were, of course, present in advance of the Royal visitors. After the latter had arrived and the echoes of the roaring guns had died away the procession was formed and passed through the usual crowded and decorated streets to the Exhibition Buildings where Mayor Daniel, in official robes, welcomed the Duke and Duchess and presented an Address from the city, as did Mayor Crocket from Fredericton.

The Address from the County of St. John referred to the fact that the Colonies of British North America had developed peacefully during a long period under the powerful protection of Great Britain, and that they now felt that "no sacrifice can be too great which is required to preserve the unity and the integrity of the Empire." The loyalty which was so clearly visible in Canada was "a rational devotion to the guardian of the laws." The Address from the Municipality of York declared that the visit of the King to Canada in 1860 had been "a great and real incentive to Confederation." The blood shed in South Africa had not been in vain. "It has consummated a true union of loyal hearts and hands throughout this vast Empire . . . and will result in a united and federated South Africa." Mayor Morrison of Newcastle, Mayor Atkinson of Moncton, Mayor Belyea of Woodstock and Mayor Snowball of Chatham, presented Addresses from their respective places, while other documentary tokens of welcome came from the Municipalities of King's and Sunbury and the combined British Societies of Boston.

In the course of his reply the Duke made a graceful allusion to the Acadians of the Province, following upon a warm tribute to its Loyalist founders. "I rejoice to learn that the people of different origins in this Province are living together under happy conditions, united under the old flag, vying with each other in fealty to the Crown and upholding those liberties which are the birthright of British citizens." His Royal Highness then presented colours to the British veterans from Massachusetts. There was to have been a review of

troops in the afternoon, but owing to some mistake in the arrangements a Royal presentation of South African medals, of colours to the 62nd Batallion, and of a sword of honour to Capt. F. Caverhill Jones, comprised the proceedings. The return from the exhibition grounds to Caverhill Hall, which had been specially fitted up by the Provincial Government for the visitors, was through crowds of more or less enthusiastic people. In the evening there were fireworks and electrical displays, and a Reception at the Exhibition Building attended by a large representation of New Brunswick society.

Late in the afternoon a deputation of ladies composed of Mrs. J. W. Daniel, Mrs. A. R. McClellan, Lady Tilley, Mrs. J. V. Ellis, Mrs. Dever, Mrs. W. H. Tuck and Mrs. J. F. Robertson, waited upon Her Royal Highness and presented her with a beautiful mink and ermine muff on behalf of the women of St. John. At noon on the following day the Duke and Duchess left the city amid much cheering and the farewells of a representative gathering at the station. On the way to Halifax, the City of Moncton, N.B., celebrated the arrival of the Royal tourists with a half holiday, a decorated station and a mass of cheering people. Mayor Atkinson presented a number of prominent people, and the Duchess received a couple of handsome bouquets. At Dorchester, as the train arrived, it passed through a gaily decorated station, cheering crowds and local officials ranged along the platform. At Amherst, N.S., a short stop was made and Mayor Dickey introduced Mr. H. J. Logan, M.P., and others.

When Halifax was reached on the morning of October 19th, the reception was beautiful and impressive as well as loyal. Thousands of soldiers with glittering bayonets lined the streets, together with hundreds of sailors armed with cutlass and rifles, and many thousands of crowding and cheering citizens. As the Royal visitors arrived at the station, they were welcomed with a roar of guns from the magnificient citadel heights and defences of Halifax and from the vessels of the most formidable fleet of war-ships which, it was said, had ever graced a Canadian port. They were received by the Vice-regal party, Vice-Admiral Sir Frederick Bedford and his staff, Colonel Biscoe and his staff, Lieut.-Governor the Hon. A. G. Jones, of Nova Scotia, Lieut.-Governor the Hon. P. E. McIntyre, of Prince Edward Island, the Hon. G. H. Murray and members of his Government, Mayor Hamilton, of Halifax, the Mayor of Charlottetown and various local officials and representative men. Around the platform in front of the station, the Addresses were presented amid cheers from an immense gathering. The Halifax document spoke of Canadian loyalty and referred to the importance of the Royal tour. "We believe that in this Imperial journey, almost compassing the world-wide confines of the British dominions beyond the seas, Your Royal Highness is assisting to still further strengthen the ties that already so firmly bind together all parts of the Empire over which His Majesty holds sway."

Mayor Warburton presented the Charlottetown Address which

referred to the regret felt in Prince Edward Island at the inability of the Duke and Duchess to visit their tight little Island, and spoke with loyal interest of the visit paid by Prince George to Charlottetown in 1884. The Rev. Dr. John Forrest, President of Dalhousie University, presented the Address of his institution which expressed the strong belief that the present tour of the Royal couple would greatly accentuate the recent tangible evidences of Imperial unity, which had been shown so strikingly to the world. The North British Society and the Government of Prince Edward Island, through their Lieut.-Governor and Prime Minister, also presented Addresses. The Duke, in replying, did so separately to the Prince Edward Island welcome and to that from Nova Scotia. To the former he expressed the "true regret" which they felt at not being able to visit their well-remembered Province, and to the latter he made a really eloquent response. "It is perhaps fitting that we should take leave of Canada in the Province that was the first over which the British flag waved, a Province so full of moving, checquered, historic memories, and that, embarking from your capital which stands unrivalled amongst the naval ports of the world, we should pass through waters that are celebrated in the annals of our glorious navy." He also spoke of the "affectionate sympathy" with which they had been received throughout the Dominion.

Following this function, the Royal couple passed through the streets lined with troops and sailors and singing crowds, and at times presenting the appearance of a net-work of colour, a canopy of bunting. In the grounds of the Provincial Building, His Royal Highness laid the corner-stone of a monument to be erected by the Government and people of Nova Scotia in honour of the Provincial heroes who had fallen in South Africa. The procession then passed on to a handsome arch, guarded by a detachment of Royal Engineers, where the Duke inspected the members of the British Veteran Society who were drawn up on parade. Conspicuous amongst them was a negro holder of the V.C. Thence the parade continued to the dockyard where the Royal couple went on board the *Ophir*, which had come up from Quebec during the long inland tour. In the afternoon a review and massing of some 15,000 soldiers and sailors, infantry, cavalry and artillery, was held on the Halifax Common in the presence of an immense crowd of spectators—probably 25,000 in number. The troops were under the supreme command of Colonel Biscoe and the Royal Naval Brigade included 4,000 sailors from twelve of Britain's most modern cruisers. It was a sight such as had never been witnessed in Canada before, and the Review eclipsed in numbers the previous military spectacle in Toronto; while the environment of great fortifications and a harbour full of war-ships enhanced the character of the scene. Near the Royal pavilion was a stand containing 6,000 school children who sang patriotic songs, but were doomed to the severe disappointment of not seeing the Duke and Duchess at close quarters owing to some hurried change in plans.

After the Review the Duke presented colours to the 66th Princess Louise Fusiliers and was informed by the Lieut.-Governor that H.R.H. the Duke of Kent had conferred a similar honour upon the Regiment in the early part of the preceding century. The colours were then consecrated with solemn ceremony by the Rev. W. J. Armitage, B.A., the Rev. Heber Bullock, D.C.L. and the Rev. W. H. H. Bullock. His Royal Highness then handed the war medals to the South African veterans and presented a sword of honour to Major H. B. Stairs. In the evening a state dinner was given by the Lieut.-Governor at Government House when occasion was taken by the Duke to present the Hon. Dr. Borden with the medal won by the gallant son who had lost his life in South Africa. A Reception was held afterwards in the Provincial Buildings amid scenes of striking beauty and brightness. The city and fleet were brilliantly illuminated and the spectacle one of the most beautiful of the whole Canadian tour. The next day was Sunday and was spent very quietly on board the *Ophir*. At night the Duke dined with Vice-Admiral Bedford on board his flag ship. On the following morning the Royal visitors left the shores of Canada in their yacht, accompanied by a fleet of battleships, with the cheers of many thousands of people echoing over the waters of the harbour, and with the roar of great guns and the sound of bands playing on the sea and shore. On November 2nd they were welcomed at Portsmouth by the King and Royal family and six days later the familiar titles of the Empire tour were merged in the greater designations of Prince and Princess of Wales.

The Royal Farewell to Canada

Before leaving Halifax, and under date of October 19th, the Duke of Cornwall and York sent a communication to His Excellency the Earl of Minto expressive of the regret felt by the Duchess and himself at bidding farewell to "a people who by their warm heartedness and cordiality have made us feel at home amongst them from the first moment of our arrival on their shores." He referred to the loyal demeanour of the crowds, the general manifestations of rejoicing and the trouble and ingenuity displayed in the illuminations and street decorations. They were specially touched by the great efforts made in small and remote places to manifest feelings of kindness toward them. "I recognize all this as a proof of the strong personal loyalty to the Throne as well as the deep-seated devotion of the people of Canada to that unity of the Empire of which the Crown is the symbol." Thanks were tendered to the Dominion Government, the Provincial authorities and to Municipal bodies for the care and trouble bestowed upon the various arrangements.

The Commissioner of the Dominion Police and his officials were warmly thanked; as were the Canadian Pacific Railway officials for the Royal train which had proved such "a marvel of convenience and comfort"; and the authorities of the Grand Trunk Railway and Intercolonial Railway for the consideration they had shown. Hope was expressed that the public had not suffered by the special arrangements made for the tour across the continent and back again.

The North-West Police came in for special compliments and in this connection an important utterance was made :—

> Short as unfortunately our stay in Western Canada had to be, it was sufficient for us to understand something of its boundless possibilities and the scope which it affords to those who, with a spirit of enterprise, determination and willingness to work, desire to seek a wider, less crowded and richer field than is offered by the congested industries and professions of the Mother Country. I trust that these possibilities may be taken advantage of in the future and that suitable emigrants from the Mother Country may come in larger numbers.

Of the Militia His Royal Highness spoke in high terms. The Reviews at Quebec, Toronto and Halifax had enabled him to judge of the military capacity of the Dominion and of "the splendid material" at its disposal. "Many of the corps showed smartness and soldier-like bearing." He was glad to see the new Field Hospital organization and the Company of Engineers which had been also organized. In the Royal Military College at Kingston the Dominion Government had made "excellent provision" for the preliminary education of its Militia officers. "Every country now recognizes the necessity of securing the greatest possible military efficiency in return for its outlay for defence and that the material at hand should not be sacrificed for the lack of adequate training and leading which can best be assured by a fully qualified staff." He had been delighted to present the South African medals and to note the enthusiasm with which officers and men had been received by their fellow citizens. He thanked, personally, Sir Wilfrid Laurier for his "valuable help and companionship"; Lord and Lady Minto for their "unfailing kindness and generous hospitality"; Major F. S. Maude, C.M.G., for the efficient manner in which he and the staff had dealt with the exceptionally heavy and anxious work of such a tour; and Mr. Joseph Pope, C.M.G., Under-Secretary of State at Ottawa, by whom much of the detail had been arranged. Their hearts were full at leaving Canada and their regret extreme at having to decline so many kind invitations from different centres. "But we have seen enough to carry away imperishable memories of affectionate and loyal hearts, frank and independent natures, prosperous and progressive communities, boundless productive territories, glorious scenery, stupenduous works of nature, a people and a country proud of its membership in the Empire and in which the Empire finds one of its brightest offspring."

The Royal Honours

When the announcement was made that the Duke of Cornwall and York was to visit Canada it became a matter of general supposition that the occasion would be marked by a considerable distribution of titles and that the Mayors of large cities would certainly be knighted, as is frequently the case in Great Britain during a Royal state visit to an important place. It was supposed that Ottawa, Montreal, Toronto and Quebec would be honoured in this way, and that perhaps some lesser compliment would go to the Mayors of the smaller cities. The Hon. N. S. Parent, of Quebec; Mr. R. Prefontaine, K.C., M.P., of Montreal, and Mr. O. A. Howland, K.C., of Toronto, were singled out in this way.

Other names were suggested, including those of Mr. T. G. Shaughnessy, of the Canadian Pacific Railway, Mr. J. R. Booth, of Ottawa, Mr William Wainwright, of the Grand Trunk Railway, the Hon. William Mulock, Postmaster-General, and the Hon. David Mills, Minister of Justice. Then came the news that only the Mayors of Melbourne and Sydney in Australia had been knighted, and that no one in that position had received the honour in South Africa. Finally an intimation, more or less official, came from Ottawa on September 8th that the honours would not be numerous, and on September 18th the following were officially announced :—

K.C.M.G.	Sir John Alexander Boyd, Chancellor of Ontario.
"	Hon. Louis Amable Jetté, Lieut.-Governor of Quebec.
Knighthood	Mr. T. G. Shaughnessy, President of the C.P.R.
C.M.G.	Wm. Peterson, LL.D., Principal of McGill University.
"	Rev. O. E. Mathieu, D.D., Principal of Laval University.
"	Very Rev. G. M. Grant, D.D., LL.D., Principal of Queen's University, Kingston.
"	Mr. O. A. Howland, K.C., Mayor of Toronto.
"	Mr. Joseph Pope, Under-Secretary of State.
"	Major F. S. Maude, A.D.C., Governor-General's Secretary.

A ceremony of Royal investiture was held at Ottawa on September 21st amid much state, and the gentlemen honoured by the Crown had their insignia conferred upon them in person by the Heir to the Throne—Mr. Jetté and Mr. Shaughnessy being knighted by His Royal Highness. It was subsequently stated in the Halifax papers that Lieut.-Governor the Hon. A. G. Jones, had twice declined knighthood — once from the formal offer through the Governor-General and again from a personal request or suggestion by the Duke himself. The facts were not definitely known. The comments upon these distinctions were many and varied in nature. Omissions from the list were the subject of considerable discussion and speculation and some angry criticism. The Montreal *Gazette* declared, however, that " there will be general agreement that the honours have fallen where they will be worthily worn." The Charlottetown *Examiner* congratulated Mr. Pope, and expressed the belief that he deserved the C.M.G. for his "excellent literary efforts" and assiduous care over public business. The Montreal *True Witness* praised Sir T. G. Shaughnessy very highly, and declared that his knighthood was " a lesson of encouragement for all his fellow-countrymen." The telegram of the recipient to his father in Milwaukee, Wisconsin, in which he told the news and added the words " one owes a great deal to a good father and mother " became public and was appreciatively commented upon. The Toronto *Mail and Empire* strongly congratulated Sir Thomas and stated that the honour of C.M.G. in Mayor Howland's case was especially appropriate. " It fits His Worship well, and Toronto will welcome it as a recognition of the city as well as of the worthy Chief Magistrate." Of Mayor Howland's honour, which was somewhat discussed as being the only one conferred upon a Canadian Mayor by the Duke, the Toronto *Star* expressed the opinion that it was due in

some measure to his book on *The New Empire*. The St. John *Telegraph* thought "that the list of honours already made public has been, we think, generally acceptable."

The controversy over the omission of the Mayors of Quebec and Montreal from recognition developed at once, and became in time a question as to the proper functions of the Governor-General. The personal element was the first consideration, however. The Quebec *Telegraph*, of September 19th, said that in consideration of the prominent and successful part taken in the reception by the gentleman who combined the position of Mayor with that of Premier of the Province, surprise would be felt at his name not appearing in the list. "But we have been given to understand on the highest authority that the omission is not due to any want of desire on the part of Royalty to mark its high approval of our distinguished Chief Magistrate and to honour the city which he so worthily represents, but simply to the fact that Hon. Mr. Parent preferred under the circumstances to gracefully yield the *pas*, and to respectfully decline any personal mark of Imperial favour at present."

Mayor Prefontaine did not take matters quite as coolly as his colleague, and expressed considerable indignation that Montreal should have been slighted by its omission from the list. The general belief was then, and has since been, that a C.M.G. was offered to each of these gentlemen, but was refused because they believed their position to be worthy of something better. Later on, the Quebec *Chronicle* declared that, so far as Mr. Parent was concerned, the refusal was simply due to "a conscientious adherence to the democratic principles he professed." A strong tribute to Mayor Prefontaine, in this connection, was paid by the statement in the Montreal *Gazette* of September 20th, that His Worship had certainly deserved some honour: "Whether he has been presiding in the Council, speaking for the city at the sending away of the country's troops to South Africa, or acting for the city in the reception of noted visitors, he has been all that the situation called for, a good man in a good place." Of his services in connection with the reception, the St. John's *News* correspondent in Montreal declared him to have worked like a Trojan. "He inspired others. He left no stone unturned. He was ubiquitous . . . and it is due to him that the welcome was so unique." All kinds of rumours and contradictory statements about this matter were made, and it was said to be part of a quarrel between the Mayor and the Hon. Mr. Tarte which had prevented any recommendation being made; and also as the result of a recommendation from the Premier being ignored by Lord Minto, and a C.M.G. offered instead of the expected knighthood.

Whatever was the cause of the difficulty the discussion unquestionably threw a shadow over the Royal distribution of titles upon this occasion. It was generally supposed to be a list made up by the Governor-General. The Manitoba *Free Press* stated this belief, and, in view of Canadian loyalty, thought there was no disposition amongst the people to regard these honours "in any spirit of dissatisfaction."

The whole question of titles, finally, came up for review. The Kingston *Whig* of September 27th stated that "there was a time when titles were not esteemed as they now are, a time when some of the most representative of our public men declined to accept them because they were not desirable under certain conditions. But that time has passed." Other papers, however, found various causes for dissatisfaction. Some disliked the omission of President Loudon, of Toronto University; others the passing over of all the Mayors in Canada, but one; others a lack of apparent logic in the list; others—notably the *Farmers' Sun*, of Toronto—the selection of the head of a great railway which was regarded "as a power of political and commercial evil."

Incidents of the Royal Visit

The more or less important subjects of discussion connected with the Royal tour of Canada were numerous. One of them was the wide-spread opinion that the Duke of Cornwall and York would like to be spared the receipt of formal Addresses of welcome as much as possible. The fact that only in this way could the local condition and sentiment of large portions of the Dominion be brought to the visitor's attention, or find fitting public expression, was largely lost sight of, and the avoidance of fuss and feathers; the presentation of documents which, it was said, would never be read; the burden of listening to the continuous repetition of similar thoughts and phrases; the uselessness of documents which had to be supervised by Major Maude standing as genuine expressions of popular feeling; the fact that Canadian loyalty might now be taken for granted; the generally formal character of such documents; and the fact that the King, when in Canada, received 380 Addresses, and could never have really appreciated them; were all urged as reasons against the practice.

The result was undoubtedly seen in the comparatively few Addresses presented outside of the places visited and the marked absence of any from the towns and cities of Western Ontario. The necessity of submitting them to the authorities at Ottawa, so that His Royal Highness could know of their contents and character before receiving and answering them, was perhaps the chief reason of this condition of affairs. In this connection, it must be said that the Duke's replies to those that he did receive were more than favourably commented upon. The *Sentinel Review* of Woodstock declared that they were evidences of great capacity as a public speaker and of qualities which had probably been inherited from his Royal father. The St. John *Sun*, of September 21st, stated that "our Royal visitor has, during this tour, distinguished himself by the grace, the good taste, good feeling and good sense of his public utterances." Another and collateral point, which attracted attention, was the accent and voice of the Duke. The Toronto *World* led an interesting discussion by claiming that the Heir Apparent spoke as Canadians do and not with the peculiar softness of pronunciation which characterizes so many Englishmen.

Some question arose regarding military matters. The command of the forces under review at Halifax was, for a time, the subject of newspaper discussion, but finally Major-General O'Grady-Haly of the Militia received the nominal command, and Colonel Biscoe of the regular troops the practical and working command. At Quebec, Lieut.-Col. J. A. G. Hudon declined to receive a war medal because he thought other Canadian officers in South Africa, who had done less service than himself, had been given greater marks of appreciation. Trouble occurred at Ottawa owing to Major-General O'Grady-Haly's order of September 12th, that returned soldiers from South Africa must appear before the Duke either in the uniform of their present regiments or in civilian costume. A number came in khaki and were afterwards tried for the offence. Eventually, however, the matter was dropped. In connection with the different reviews, the Militia Department came in for some criticism on the ground of too small allowances to the men under arms. The necessity of coming to certain centres to receive South African medals was also made a subject of complaint in some quarters against Lord Minto and Major Maude.

The provision for military escorts or guards of honour at the stations and stopping places and residences of the Royal visitors was a most complex matter, and must have caused those in charge much trouble. Much criticism of the local military management was caused in Toronto by the charges for seats to witness the Royal Review, but it was afterwards mitigated by the great success of that function. The appointment of Major Septimus Denison, C.M.G. as A.D.C. to His Royal Highness was an appreciated compliment to a most capable officer. The net result of all the work and local controversy was, however, a series of really splendid military functions, and the Major-General-in-Command of the Militia undoubtedly expressed the truth when he declared in a General Order, issued on October 28th, that he would always be proud of having commanded on this historic occasion and of the good conduct of the troops. "He is fully aware that these excellent results were not attained without considerable personal sacrifices on the part of officers, non-commissioned officers and men, but he believes that these successful large mobilizations will prove of lasting benefit to Canada's military forces."

The journey of the Royal visitors across the Continent and back again, through the various Provinces and over the different railways of the Dominion was carried out in unique comfort and luxury, in the special cars built by the Canadian Pacific Railway at great cost for the occasion. Another car built by order of the Government at Dayton, Ohio, was not used for the Royal party but for Sir Wilfrid Laurier and his suite. Its construction in the United States came in for much criticism at the hands of the Conservative press. The reply was that the Minister of Railways had given orders on behalf of the Intercolonial for all the cars and locomotives which could be made by Canadian works and that he was compelled to go abroad for this special train. In connection with this matter may be mentioned the great degree of comfort and care enjoyed by the Press correspondents

who accompanied the Royal party and shared in the luxuries of a portion of the Canadian Pacific train of cars. From Halifax, on October 22nd, the Prime Minister was sent a letter of grateful thanks signed by Mr. Melton Prior and Mr. Marc Sauvalle on behalf of the English and Canadian correspondents, respectively, and referring to the many kindnesses shown them by the Dominion Government during the tour. In the Royal train was a Canadian Library specially arranged for the edification of the Duke and Duchess and composed of works written by Sir James Le Moine, Lieut.-Col. G. T. Denison, L. A. Frechette, C.M.G., Wm. Kerby, Gilbert Parker, M.P., Ralph Connor, Wm. McLennan, Clifford Smith, W. A. Fraser, J. Castell Hopkins, W. D. Lighthall, Dr. T. H. Rand, Dr. G. R. Parkin, C.M.G., Ernest Seton-Thompson, Principal George M. Grant, C.M.G., Grant Allan, J. Macdonald Oxley and others.

There were a number of amusing episodes during the tour and incidents which indicated certain Canadian characteristics. One was the refusal of Mr. Thomas Mackie, M.P., at Ottawa, to wear the regulation costume at the Royal Reception there. He had never worn a high hat and Prince Albert coat, and he was not going to commence on this occasion. Another was the refusal of the Department of Marine and Fisheries to break through the close season regulations in order to let the Royal visitors taste Canadian oysters rather than those of Baltimore, U.S.A. The Hamilton *Herald* wanted to know how often the laws were broken for reasons of courtesy at the Customs and elsewhere when travelling Canadian Ministers of the Crown were concerned. Ottawa papers took the ground that both the King and the King's son were subject to the law, as well as the poorest citizen, and, of course there was no logical reply to such an argument.

Pleasure was created in many circles by the Duke's refusal to lay the corner stone of a public building at Revelstoke, B.C., on a Sunday —the only time available for this particular function. A much discussed incident in some of the papers was a letter written by Major Maude to Mayor Morris, of Ottawa, in response to certain questions as to ceremonial, etc. After lengthy observations upon the points raised, the Secretary to the Governor-General concluded as follows: "His Excellency quite understands Your Worship's motives in wishing for information and he trusts that Your Worship will be able to take your place as chief representative of the City of Ottawa in fitting manner on the occasion of the forthcoming Royal visit." This sentence in times of less heat and excitement would probably not have been thought of as anything but a civil conclusion to a long letter. But more than one newspaper expressed the belief that it was an intentional and insolent reflection by Major Maude upon the Ottawa Mayor's capacity and manners.

In Winnipeg considerable regret was felt at the Duke's refusal to lay the corner stone of a monument to Queen Victoria. The unexpressed reason was perhaps the fact that a similar function performed in Toronto by his Royal father in 1860 was never followed

up by the erection of the Memorial. The disappointment in Montreal over the cancellation of the Royal Reception owing to the President's funeral was very keen, and Mayor Prefontaine was authority for the statement that $150,000 had been spent upon dresses for the occasion. At Vancouver the fishermen refused to have anything to do with the Royal visit as a means of expressing their discontent over the Imperial disapproval of anti-Japanese legislation in that Province. One of the incidents of the visit there, however, was the presentation of a long poem addressed to His Royal Highness, written by Miss Marie Joussaye and dealing with the grievances of labour. Incidentally it may be said that two extremely good poems upon the tour were written by Mr. Clive Phillipps-Wolley, of Victoria, B.C., and Mr. Duncan Campbell Scott, of Ottawa.

One of the most criticised incidents of a minor character was the omission to invite the clergymen of different denominations to the Royal platform at Ottawa where the Roman Catholic and Anglican Churches were fully represented. Interviews were published by the local newspapers with leading clergymen and the controversy was prominently shared in by the Rev. Dr. Herridge, Presbyterian, and the Rev. Dr. McIntosh, Congregationalist, of Ottawa, and by the Rev. Dr. Potts, Methodist, of Toronto. In British Columbia the same question of religious precedence was discussed in the papers of Victoria, and a Resolution was passed by the Methodist Conference at Nelson demanding a place in the official table of precedence.

The cost of the Royal reception in the country as a whole was considerable. The Dominion Government originally asked $120,000, but this sum was very largely exceeded—$300,000 being a reasonable estimate. The Canadian Pacific Railway spent a large sum upon its special cars. Montreal voted $15,000 and its Citizens' Committee raised some $17,000 more. The City of Toronto voted $10,000 and spent $14,000, while the arches erected by the Foresters and Manufacturers cost several thousand each—the latter $6,500. The City of Halifax voted $3,000 and spent $2,984. The City of Winnipeg, in the contributions of the Provincial Government, City Council and citizens generally, spent some $4,687. Hamilton voted $1,000. Kingston spent some $3,000, London voted $2,000, and Victoria, B.C., voted $5,000 and slightly exceeded that amount. In Quebec the expenditure was largely official, and in Halifax the case was very similar. In Ottawa, out of an appropriation of $10,000, $1,462 was returned to the city treasury. The expenditure in St. John was $8,000.

Local Committees of Reception

One of the most talked-of minor subjects in connection with the Royal visit was the organization, composition and work of the Committees which had in charge, or assumed charge of the local preparations and receptions. The first to be constituted was that of Montreal, where, on May 18th, a meeting was held, and the following Executive was appointed: the Hon. George A. Drummond (Chairman), the Hon. Arthur Boyer, Senator Dandurand, Hon. L. J. Forget, Lieut.-Col. F. C. Henshaw,

Sir William Hingston, Chief Justice Sir Alexandre Lacoste, Dr. F. J. Sheppard, Mr. Justice Loranger, Sir W. C. Macdonald, Mayor Prefontaine, M.P., the Hon. N. Perodeau, Lieut.-Col. Starke, Chief Justice Sir Melbourne Tait, Sir W. C. VanHorne and Messrs. H. M. Allan, R. B. Angus, A. Baumgarten, S. Beaudin, Charles Cassils, E. S. Clouston, James Crathern, Hugh Graham, A. W. Hooper, C. R. Hosmer, H. V. Meredith, F. D. Monk, M.P., Donald Macmaster, K.C., G. B. Reeve, James Ross, T. G. Shaughnessy, C. F. Smith, Richard White and W. J. White. The Hon. J. P. B. Casgrain and Mr. J. B. Allan were appointed joint Hon.-Secretaries. This Committee did much work in friendly co-operation with the City Council Committee, collected thousands of dollars for decorations, and erected, or caused to be erected, various interesting and elaborate arches. It was currently supposed that Senator Drummond would have been knighted, but this did not take place. On December 13th, he was banquetted at a large gathering of the Committee, in appreciation of his services in this connection, and Sir Alexandre Lacoste occupied the chair. There were a number of Sub-Committees, of which the Chairmen were Messrs. H. M. Allan, James Ross, T. G. Shaughnessy and Donald Macmaster, Sir Alexandre Lacoste, Mr. Justice Baby, Senator Drummond and Lieut.-Col. Starke.

In Ottawa, the General Committee was composed of the prominent men of the capital, though at one stage there was criticism as to omissions. The Executive was appointed on June 10th and combined the members of the Council and the citizens in one Committee with Ald. Dearing as Chairman. Ald. Dearing was also Chairman of the Finance Sub-Committee; Mr. C. Berkeley Powell, M.P.P., presided over that of Decorations and Illuminations; Mr. Emmanuel Tasse was Chairman of the Music and Entertainment Sub-Committee; Mr. W. Y. Soper, of that upon Transportation; Mr. Frederick Colson, of that upon the Address, which also included Messrs. Fred. Cook, Joseph Pope, M. J. Griffin and Ald. Ellis; Ald. Dearing was Chairman of the Reception and Badge Sub-Committee; Mr. P. D. Ross, of the Press Committee. The Advisory Board was composed of Mr. Berkeley Powell as Chairman, Mayor Morris, Ald. Dearing, Ald. James Davidson, and Messrs. H. N. Bate, W. Y. Soper, E. Tasse and P. D. Ross. The Lumbermen's Committee had Mr. J. R. Booth as Chairman and Mr. J. C. Browne as Secretary.

Toronto had a permanent Reception Committee in its City Council with Ald. E. Strachan Cox as Chairman, and it was generally understood that the official side of the welcome would be in their hands. But it was also thought that much work remained for the citizens to do and that a Committee after the Montreal plan would be desirable. On June 21st, a meeting was held under call from the Mayor, and a large General Committee appointed, of which Mayor Howland became Chairman, Senator Melvin Jones, Lieut.-Col. George T. Denison, Mr. E. F. Clarke, M.P., and Mr. J. J. Foy, K.C., M.P.P., Vice-Chairmen, with Mr. D. R. Wilkie as Treasurer and Mr. J. Castell Hopkins as Hon. Secretary. For various reasons, however, the Committee did not

work in harmony with the City Council Committee, and in the end, the bulk of decorating in the city was supervised by a Sub-Committee with Mr. R. Y. Ellis as Chairman and Mr. Castell Hopkins as Secretary, in co-operation with the Retail Merchants' Association, of which Mr. W. B. Rogers was Chairman and Mr. E. M. Trowern the energetic Secretary. The handsome Manufacturers' Arch was erected under the auspices of the Canadian Manufacturers' Association, with Messrs. W. K. George and T. A. Russell as the active officers. The beautiful Foresters' Arch was the result of Dr. Oronhyatekha's desire to do honour to the son of the King who, as Prince of Wales, had once befriended him in boyhood days.

At Victoria, on the far Pacific Coast, action was taken on June 15th at a public meeting, with Mayor Hayward in the chair and Mr. Moresby acting as Secretary. A General Committee composed of the City Council and prominent citizens was appointed, and, on July 18th, Sub-Committees upon Finance, Decoration, Parade, Printing, Music, Transportation, Reception, Illuminations and Societies were drafted, composed of Aldermen Cameron, Williams and Beckwith, R. Hall, M.P.P., Lindley Crease, George Jeeves, Capt. Royds, Messrs. Brydon, Stewart, Thomas Hooper, T. Deasy and H. Dallas Helmcken, K.C., M.P.P., Chief of Police Langley, W. H. Price, C. H. Lugrin, Senator Templeman, N. Shakespeare, A. B. Fraser, sr., C. E. Redfern, Lieut.-Col. Gregory, H. Kent, George Jay, A. E. McPhillips, M.P.P., R. Seabrooke, C. F. Todd, Jos. Pierson, Ald. Cooley, Thomas Earle, M.P., Lieut.-Col. the Hon. E. G. Prior, M.P., Senator Macdonald, Mr. Justice Martin, R. L. Drury, Dr. E. B. C. Hanington, Hon. J. H. Turner, Wm. Dalby, Aldermen Yates and Hall, H. Cuthbert, B. Gordon, Hon. E. Dewdney, E. B. Paul, H. Macdonald and Ald. Kineman.

In Vancouver, on July 14th, a public meeting was held, presided over by Mayor Townley, and a large General Committee appointed, including the members of the City Council. There were thirteen Sub-Committees subsequently constituted, and amongst the prominent members, with the Mayor as Chairman and Mr. A. M. Burns as Secretary, were George R. Maxwell, M.P., Sir Charles Hibbert Tupper, M.P., Lieut.-Col. Worsnop, Col. Warren, J. F. Garden, M.P.P., R. Kelly, R. G. Macpherson, J. J. Banfield, C. E. Tisdall, O. L. Spencer, F. S. Maclure, C. M. Beecher, W. C. Nichol, Campbell Sweeny, C. Doering, T. S. Baxter, F. X. Martin, Sheriff Hall, F. Bodwell, J. Sclater, Capt. Duff Stuart, R. G. Tatlow, Hon. F. Carter-Cotton, Rev. Dr. McLaren, Rev. L. N. Tucker and Rev. J. A. Elliott. Of the Sub-Committees, Messrs. Frank V. Bodwell, J. Buntzen, Frank Richards, W. H. Findley, R. G. Tatlow, L. D. Taylor, F. W. Dyke, Wm. Murray, Lieut.-Col. Worsnop and the Rev. J. A. Elliott were Chairmen.

At the other end of the Dominion, in St. John, a meeting was held, on June 23rd, with Mayor Daniel in the chair, and attended by members of the Provincial Government and City Council and by a number of other citizens. It was explained that a City Council Committee and a Committee of the Government already existed, but that the co-operation of the citizens was desired. On August 7th, the

Citizens' Committee was announced as including the President and two members of each society or club in the city together with the following gentlemen: Lieut.-Col. Markham, Dr. J. H. Frink, Major Gordon, Chief of Police Kerr, Major A. J. Armstrong, Hon. James Holly, and Messrs. D. C. Clinch, J. Douglas Hazen, C. B. Allan, E. R. Chapman, James McLellan, J. G. Taylor, W. D. Barkin, D. R. Jack, H. Colby Smith, James Fraser, D. Belyea, R. J. Wilkins, John Brayley, H. W. Roop, J. S. Gregory, R. B. Travis, D. F. Tapley, E. A. Schofield, H. W. de Forest and E. A. Smith.

Returning to Ontario, the City of London moved in the matter, on August 12th, when Ald. Stevely submitted to the City Council, the names of a number of citizens to act with that body as a Joint Committee. They met, on September 20th, and appointed an Executive, composed of Mayor Rumball as Chairman, and Aldermen Greenlees, Stevely and Winnett, Major Thomas Beattie, Sir John Carling, K.C.M.G., Adam Beck, Judge Edward Elliott, C. S. Hyman, M.P., Lieut.-Col. F. B. Leys, M.P.P., and G. C. Gibbons, K.C. The Chairman of the Route and Decoration Sub-Committee was Mr. J. R. Minhinnick, of the Presentation Sub-Committee Lieut.-Col. Gartshore, of the Railway Sub-Committee Ald. Winnett. The Reception Sub-Committee included Ald. Jolly (Chairman) and J. C. Duffield, Thomas Gillean, Aldermen Parnell, Campbell and Gerry, M. Bremner, John Cameron, Sheriff Cameron, G. B. Harris, Police Magistrate Frank Love, T. McCormick, James Magee, K.C., J. B. McKillop, T. H. Purdom, R. Pocock, T. H. Smallman, R. C. Struthers, Ald. Beattie, John Forrestal and C. B. Hunt.

At Winnipeg a meeting was held on August 21st, with Ald. Carruthers as Chairman, and Mr. Stanley Adams as Hon.-Secretary. The General Committee appointed included the members of the Provincial Government and City Council as well as prominent citizens and representatives of the various city organizations and societies. The Executive was composed of Lieut.-Governor McMillan, the Hon. R. P. Roblin, Provincial Premier, the Hon. Messrs. McFadden, Rogers, and Davidson, Members of the Government, Mayor Arbuthnot and Aldermen Fry, Barclay, Chaffey and Carruthers. The Decoration Sub-Committee included the Premier, Aldermen Carruthers and Chaffey, Rev. Father Drummond, Mr. Speaker Hespeler, the Hon. C. H. Campbell, K.C., the Hon. J. A. Davidson, Dr. Neilson, M.P.P., and Messrs. C. C. Chipman, A. W. Puttee, M.P., T. W. Taylor, M.P.P., J. P. Robertson and E. L. Drewry (Chairman). These gentlemen, with Dr. Patrick, the Mayor of St. Boniface, Lieut.-Col. Chambre, Lieut.-Col. Boswell and Colonel T. D. B. Evans, C.B., made up the General Committee. In Regina, the capital of the North-West Territories, organization took place on August 23rd, and a Citizens' Committee was formed, with Mr. W. C. Hamilton, K.C., as Chairman, and Mr. Robert Napier as Secretary.

The Halifax Committee was a joint one composed of a General Committee on Reception, made up of Vice-Admiral Sir Frederick Bedford, Lieut.-Governor the Hon. A. G. Jones, Colonel Biscoe,

commanding His Majesty's forces in North America, Mayor Hamilton, the Hon. G. H. Murray, Prime Minister, and Lieut.-Colonel Irving and a Civic Reception Committee, of which Mayor Hamilton was Chairman, and Aldermen Geldert, Campbell, Mitchell, Lamphier, Rogers and Mosher were members.

In Hamilton, Ontario, the Reception Committee was composed of Alderman Frank E. Walker, who acted as Chairman, Mayor Hendrie, Aldermen Fraser, Waddell, Domville, Kerr, Burrell and Bigger, Mr. John T. Hall, Assessment Commissioner, and Mr. F. R. Hutton, who acted as Secretary. In Brantford, the Committee included Mayor Wood, Messrs. T. H. Preston, M.P.P., W. Foster Cockshutt, Thos. Elliott, J. S. Hamilton and Dr. Hart, together with Aldermen Bowlby, Brewster, Halloran and Hall, and Mr. Henry Yeigh, who acted as Secretary. At a meeting on October 7th, Ald. Bowlby occupied the chair. The Brockville Committee included Mayor Buell, Judge McDonald, Lieut.-Col. Cole, Lieut.-Col. Sparham, and Messrs. J. Culbert, M.P., G. P. Graham, M.P.P., W. A. Gilmour, D. S. Booth, E. J. Reynolds and others.

The Ladies' Committee at Ottawa, which made the presentation of a handsome cape to Her Royal Highness, had Mrs. Ahern as President, Mrs. Cotton as Secretary, and Miss Gordon as Treasurer. The similar Committee at Toronto was composed of Mrs. Hugh MacMahon, Mrs. Hugh Langton, Mrs. E. B. Osler, Mrs. G. W. Ross, Mrs. S. Nordheimer, Mrs. W. Mulock, Mrs. G. A. Cox, Mrs. G. T. Denison, Mrs. Charles Moss, Mrs. A. Vankoughnet. Miss Kate Ross was Hon. Secretary. Toronto, it may be said here, was not the only place where friction occurred in connection with the Committees. In Regina, the Lieut.-Governor's Secretary was accused of exercising too much authority; in St. John, the officials of the Citizens' Committee and the Local Government had a dispute as to the place for the latter's representatives to share in the reception. In Montreal and Ottawa however, there appears to have been marked harmony.

Results of the Tour

The opinions of the Canadian press upon this subject may be summarized in three divisions—the personal view, the democratic aspect and the Empire standpoint. In welcoming the Royal couple to Montreal the *Star* expressed the belief that personal contact with a Sovereign was necessary to inspire absolute devotion to the Crown. "The people of Canada will now feel that they know their future King and Queen." Hundreds of thousands within the next few weeks would thus enter into a closer perception of the fact that the King of England was indeed their Sovereign. The Vancouver *News-Advertiser*, of September 29th, thought this personal knowledge would be productive of much good, and devotion to the Crown would be greatly strengthened. "Henceforth many thousands of Canadians will feel a closer, a more personal interest in all that pertains to the movements of the members of the Royal family."

The Regina *West* in speaking of the interest felt by North-West farmers and ranchers in these Royal heirs to lofty place and influence

thought there was more than mere respect in the feeling. "The qualities of tact and fitness for stations of that eminence manifested by both during their world-circling trip, have deepened the interest and inspired great hopes. The Duke is evidently a man of capacity and judgment; the Duchess an amiable and able women." The Vancouver *World*, on October 1st, referred to the reception in that city and to the personalities of the Royal guests. "He showed himself to be a genuine, serious-minded man who fully realized at once the dignity of his position and the responsibilties which that position carries with it. It can be said too that the sweet womanliness of the Duchess endeared her to every one."

The Victoria *Colonist*, in its comment upon the visit to that capital, thought that in years to come the people of Victoria would watch the career of the Duke and Duchess of Cornwall and York with a new interest. "If the effect of this memorable tour had been the same in all places as in this city, it seems no exaggeration to say that its initiation by Her late Majesty was a political inspiration. One lesson of the late visit is that we have in the Heir Apparent one who will find no difficulty in keeping alive the confidence of the British people in the monarchy." The Charlottetown *Guardian* of October 16th thought that the democratic and independent spirit of the Canadian people had been favourably impressed by its closer contact with Royalty and by the personal qualities of the nation's guests. "They have adapted themselves to Canadian conditions and have entered into and shared the Canadian spirit. The Duke's replies to the Addresses presented, sometimes made off-hand, and the tact and amiability displayed on all occasions by the Duke and Duchess alike have won all hearts."

The Toronto *World*, of October 22nd, thought that "the dignified geniality of the Duke and Duchess and the consideration exhibited in their contact with the people have given to Canadians a new idea of what British Royalty is." The result would be to cement more closely the ties of Empire unity. The Guelph *Herald* expressed the belief that Canadian devotion to the throne, in a personal as well as an Imperial sense, was undoubted, but that none the less this visit must have enhanced the sentiment. The St. John *Sun*, of September 7th, referred to the allegiance of Canadians to the King. "The Sovereign of Great Britain is the chosen head of the people much more emphatically and unanimously than a President ever was the choice of the people of the United States, or France. We do not assemble every four years at the polls to say so, but there are other ways of bearing testimony." This Royal visit was one of them.

From the personal character and consequences of the Royal tour it is interesting to turn to the democratic considerations which naturally evolved from time to time in a community which is, perhaps, the most democratic in the world. There were a number of little things which caused friction and comment of the most frank character—never actually disloyal except in two or three cases and never applied personally to the Duke and Duchess of Cornwall. The

most democratic comments came from papers such as Toronto *Saturday Night*, the Dundas *True Banner*, and the Hamilton *Spectator*. The only discreditable and disloyal utterances during the whole tour were made by two small papers, the Port Arthur *Chronicle* and the Bobcaygeon *Independent*. Major Maude and his management came in for much criticism and so did the alleged desire for exclusiveness actuating those in charge of arrangements. The St. John *Telegraph* declared this to be "no time for exhibition of kid-glove, or gold-braid loyalty." The Toronto *Telegram* never omitted an opportunity to criticise Lord Minto or Major Maude. The Kingston *News* objected strongly to what it termed Major Maude's lessons in deportment; the Victoria *Colonist*, Hamilton *Herald*, and Woodstock *Sentinel-Review* objected to what they termed "Ottawa snobbery" in this connection; the Ottawa *Citizen* thought some of the red-tape might be dispensed with, though it fully recognized the necessity for dignity and a measured amount of exclusiveness; the Kingston *Whig* and Vancouver *World* took much the same line; the Galt *Reporter* referred on one occasion to those in charge as "a lot of titled nobodies who are pleased to regard us as the untutored children of the Imperial household."

Time, however, and the correction of errors as to the character of Royal functions, and concerning the scope and limitations of Royal officials, made considerable difference in these criticisms. The *Canadian Military Gazette*, of October 15th, spoke of the foresight and executive ability shown by the Governor-General and Major Maude in this connection, and declared that, taking all things into consideration, the management could hardly have been better. The Montreal *Gazette*, of August 22nd, referred to the arrangements then going on. "There is evidently a wholesome dislike of flunkeyism in the country—perhaps some of it is made too evident to be unquestionably genuine; but in condemning flunkeyism it is not necessary to condemn also the ceremonial that legitimately belongs to Court functions, and that it is often necessary to the protection of the principal figure therein." The Canadian *Gleaner*, of Sherbrooke, while declaring, on October 3rd, that Lord Minto and Major Maude were insensible to the independent spirit of Canadians, thought that the people generally, "though essentially democratic, have a traditional respect for Royalty, and when given a chance are not backward in expressing their devotion to the head of the Empire."

Turning from the discussion of points, which were in many cases petty, or in the nature of details, or the expression of feelings which were only antagonistic in a surface sense, we find that there was almost unanimity upon the question of the ultimate result of the tour in an Imperial sense, and that all the greater English-speaking journals of the country considered this fact beyond dispute. There were some exceptions in Quebec—not to the general expression of loyalty, but as to the expected Imperialistic development. *L'Avenir du Nord*, of September 23rd, declared that: "The French and English people of Canada greet in the Duke of Cornwall and York, the son of their

Sovereign, but do not intend thereby to furnish the Imperialists with the illusion that Canada aspires to be stifled by tighter and tighter British ties." Such a result would change present satisfaction into enmity and energetic struggle. The Montreal *La Presse* referred on the same date to the reading of the civic Address in French. "Those who reproach us with having used our language fail to realize that the tribute of homage, as true as unlimited, paid to the British Crown in our national idiom, denoted a thousand times more sincerity than if our firm welcomes had passed through the coldness of a translation." The fear was expressed that Imperialism meant the loss of language, and laws and religious rights.

Elsewhere in Canada there was no such dread. The Vancouver *News-Advertiser* saw only benefit to accrue to the Empire from the Heir Apparent obtaining a full and personal knowledge of its vastness, resources and development. "In the British Colonies the Sovereign is the representative of the Empire—the symbol of what binds the scattered parts together." The Manitoba *Free Press*, of September 21st, was greatly impressed with the enthusiasm and brilliance of the reception so far given. "As a spectacle, as a matter merely monumental and striking to the mind, the world has seen nothing more wonderful." The reigning family typified the unity of the Empire, and this visit could not fail to promote that unity. Five days later the same paper thought that "as a symbol of the enlargement of the Imperial system, and of the responsibility of the Royal house, the present Royal progress marks an epoch in world history."

The London *Advertiser*, of October 12th, touched an interesting point of the subject. "We are a democratic people, and we owe a debt of gratitude to our late Queen for showing how completely democracy and constitutional monarchy can be harmonized." The Vancouver *Province* thought that one of the great results of the Royal visit would be the advertisement that Canada would obtain. This view was shared by the Nelson *Miner*, also of British Columbia. The Orange *Sentinel*, of Toronto, on October 17th, declared that the event proved Canadian loyalty and desire to maintain at any cost the unity of the Empire. "The tour has shown that sentiment bridges the ocean, crosses mountain barriers, annihilates race and creed distinctions, and places an impenetrable wall around the people who live beneath the Union Jack." The Halifax *Chronicle*, of two days later, felt that "Royalty upheld by such a line of Kings and Queens as ours has its roots in the very central being of our nationality, and is as secure as any institution founded on all that is best in humanity can be." The Halifax *Herald*, of October 21st, thought that "the tour of the Empire by the Heir Apparent to the Throne should after this become a settled British institution, and the time may come before long when even the crowned King and Queen may pay visits to their distant Possessions."

The Hamilton *Herald* of the same date declared that the Duke was justified in his farewell reference to Canadian loyalty. "The crowds who flocked to see and do him honour were moved neither by

idle curiosity nor by a servile, mediæval loyalty; he saw wherever he went in this broad land a great democracy intelligent enough to realize that their best interests are served by the political tie which binds their country to the Empire, and that, in honouring one so near to the Crown, they were doing honour to the Imperial idea." The Montreal *Herald*, like the Toronto *Star*, was not quite so certain as to the ultimate results of the tour. But it thought that the Duke's evident desire to express appreciation of Canada would have its effect in England and upon emigration to the Dominion. Anything which helped in this way to increase the British population of Canada would "doubtless strengthen the sentiments of local loyalty and, it may be hoped, foster in the new world the best traditions of the race." The *Eastern Chronicle*, of New Glasgow, N.S., declared on October 24th that "Canada is nearer the Throne than ever now, not geographically merely, but in sentiment."

The Toronto *Mail and Empire*, of October 30th, expressed itself plainly upon the subject. "That the tour has strengthened the Colonial sentiment of loyalty to the Imperial connection, and has stimulated the sentiment of reverence for the Monarchy, cannot for a moment be doubted." Many of the lesser papers of the country treated the subject in the same manner, and public opinion, as thus indicated, showed conclusively, as the Royal couple sailed from Halifax, that the sometimes divergent elements of monarchical and democratic thought had finally come together in a common expression of loyalty to the Crown of the Empire. In the *Canadian Magazine* for October, Mr. A. H. U. Colquhoun summarized the situation very well. All Canadians might not be Imperialists or Monarchists in the ordinary sense of those words. "But the best members of the community love order and respect authority. They have not yet discarded as servile the injunction to 'fear God and honour the King.' The Duke and Duchess of Cornwall and York embody legitimate sovereignty, free government, sound principles and lofty traditions. To all or to some of these every Canadian will doff his hat."

Section VIII—CANADA AND THE WAR

Canada's Contribution to the War

In the Royal Canadian Regiment the Dominion sent to South Africa 1,150 officers and men. The Canadian Mounted Rifles numbered 398 officers and men; the Royal Canadian Dragoons numbered 379 officers and men; the Royal Canadian Artillery had 539 officers and men. Lord Strathcona sent out 597 officers and men in his special Corps. With special officers, chaplains, nurses, etc., this made a force of 3,092 officers and men despatched in 1899-1900. Of this total, 65 were killed or died of wounds; 79 died from disease or accident; 607 were invalided home; 14 received Imperial commissions; 265 retired to join other forces in South Africa; 1,919 returned home; and 197 were wounded in differing degrees.

For the South African war service Parliament voted $2,000,000, and up to March 31, 1901, $1,953,827 had been expended. During 1901 a second force of Canadian Mounted Rifles—900 strong—was enlisted for service in South Africa under the authority of the Canadian Government and at the expense of the Imperial Government, while over 1,200 men were also enlisted on the same conditions for service in the South African Constabulary. Including in the total the 1,004 officers and men who volunteered for special garrison duty at Halifax in order to relieve the Imperial troops stationed there, this would give a contribution to the war, in the period under review, of 6,200 officers and men. The deaths from action or disease up to the end of October, 1901, numbered 176.

Colonel Otter's Services and Position

One of the most widely discussed subjects in Ontario during the closing months of 1900 and in the beginning of the new year, was the work done by Colonel W. D. Otter in South Africa. As Commander of the Royal Canadian Regiment, which had won such conspicuous praise at Paardeberg, and as leader of the first Canadian contingent in the field, his position had been a new and somewhat trying one. There had been undoubted personal dislike shown by some of his men; the discipline had been unquestionably rigid; the final division in the Regiment, by which the greater portion returned home when their time was up and against his known wishes, was most regrettable. Upon the other hand the success of the Corps in the field had been equally unquestioned; the loyalty of his officers to their Commander was very marked as a whole; the steadiness and high character of the Regiment was generally credited to his careful training. Returning soldiers of the first division of the Regiment had, however, not hesitated to express private opinions of a hostile character towards their late Commander, and these comments were spread and magnified in the usual way until some of the friends of Colonel Otter

deemed it best to combine a practical answer to these inuendoes with a deserved tribute to the officer himself.

On December 28, 1900, a great banquet in his honour was held in Toronto—one of the most successful affairs in the history of the city. Lieut.-Col. James Mason, the Chairman of the Citizens' Committee, presided. On his right hand was the Governor-General of Canada, on his left the guest of the evening, and around him were the Hon. George W. Ross, the Hon. William Mulock, Col. Kitson, Lieut.-Col. Peters, Col. G. A. Sweny, Mr. W. F. Maclean, M.P., Mr. J. S. Willison, Mr. W. J. Douglas, Dr. G. Sterling Ryerson, and many of the officers who had served under Colonel Otter at the front—Lieut.-Col. Lawrence Buchan, Major J. C. McDougall, Capt. R. K. Barker, Lieutenants A. H. Macdonell, J. Cooper Mason, R. H. M. Temple, C. S. Wilkie. The Toronto war correspondents were also present—Messrs. Stanley M. Brown, John A. Ewan and Frederick Hamilton. Nearly all the leading citizens of Toronto were amongst the guests.

Lord Minto referred in his opening remarks to the services of Colonel Otter in the North-West—of which he knew something from personal experience. "I will say now what I thought then, that Colonel Otter received but chary praise for the valuable services performed by him at that time." He was not, however, forgotten, and, as time passed, his reputation grew until the period came for Canada to send her first contribution to the war in South Africa. "There was never any doubt as to who was Canada's best soldier or as to who was to command her representative regiment." His Excellency then spoke of the responsibilities and somewhat exceptional conditions which had to be met. "He was appointed to the command of a corps composed of magnificent material, created in a shortness of time which in itself did honour to the Dominion; but it was a corps composed practically of company units brimming over with local enthusiasm and full of the best fighting qualities, but which, when assembled in battalion, must necessarily have been deficient in that interior regimental machinery which is the standby of most commanding officers. Under Colonel Otter's administration, as well as under his gallant leading in action, this battalion has covered itself with distinction." He spoke of the necessity for discipline which must always exist; of the unfortunate lack of means to reward Canadian officers such as Colonel Otter by advancement in the higher ranks of their profession; and hoped for a military re-organization of the Empire's forces which would make such opportunities available. He concluded by expressing the belief that the guest of the evening would not be forgotten when the time came to distribute Imperial distinctions for services rendered in the war.

In proposing the toast of the guest of the evening, Colonel Mason paid him a high tribute. He pointed out that his officers and men were drawn from all parts of the Dominion; that the men were unknown to the officers as a rule, and also to each other; that their knowledge of drill and discipline was varied, and in most

cases imperfect. "Without drill there could be no discipline; without discipline there could be no cohesion; without cohesion no success." In reply Colonel Otter was soldierly, direct and modest. He thought the honour now done him was more than sufficient reward. As to his Regiment, it was composed of the best physique and best intelligence of the country, though its members had, perhaps, lacked training and experience. But, owing to the patriotic determination of Canadians, "it became a very easy matter for the officers to soon convert it into one of the most efficient battalions which tramped the veldt of South Africa." He spoke of their pleasant association with the Imperial regiments and especially with the Cornwalls, Shropshires and Gordons. "Our relation with battalions and corps of the Imperial service was from beginning to end most pleasant." The Hon. Mr. Mulock, in his speech, suggested a national monument to the fallen, and was emphatic as to the reasons for sending the Contingent. "It was from no mere empty cry or sentiment of loyalty, but from the conviction that the true aim and destiny of all parts of the Empire was in their permanent union and alliance." The Hon. G. W. Ross spoke with much eloquence of Great Britain as a military nation and of the place held by the Colonies in the Empire system.

On December 31st following, Major S. Maynard Rogers, who had served in the Royal Canadian Regiment, stated at a banquet in Ottawa, that Colonel Otter had not striven to make machines of his men as some had said. Realizing the responsibility resting upon his Regiment "he did his best to create a discipline that would be able to resist the shock of battle, when it came." The result was seen at Paardeberg and elsewhere. A presentation was made to Colonel Otter at the Armouries, on January 2, 1901, by the ladies of Toronto, in the form of a solid silver service of plate. Miss Mowat made the presentation, and there was a large and representative gathering. In his reply, Colonel Otter paid a tribute to the patience and patriotism of the women of the country. "I am fully convinced that should war unfortunately ever overtake this Dominion, our women will be found directing the farm, the office and the shop, and by word and act encouraging those who are fighting the battles of their country."

Meanwhile anonymous letters were being published here and there attacking Col. Otter's management of his men. One of these appeared in the Montreal *Witness*, and was reproduced by the Ottawa *Journal*, of January 12th, with the statement that its charges were corroborated by two local men. The gist of these allegations was that the Commander had placed non-commissioned officers from Ontario over the men of the Montreal Company; that he had made insulting remarks to the men upon small errors in drill or equipment; that he had, from time to time, sworn at the men; that he had put them through useless and injurious marches while waiting at Belmont, prior to joining the fighting forces; that he amused the regular troops by putting them through unnecessary routine and work; that the Christmas dinner provided for the men was a failure; that the

Colonel was very unpopular and never had a kind or encouraging word for his soldiers. These were the charges in a nutshell, but they were never directly made, nor were they ever stated over any man's signature. Speaking to the Kingston *Whig*, on January 12th, Sergeant-Major Long claimed that Col. Otter had been belied, and much criticism and abuse heaped upon him which were neither true nor just. From his experience, Col. Otter was "a strict disciplinarian and one of the finest soldiers he ever came across."

Dealing with this subject, on January 15th, the *Canadian Military Gazette* referred to the above letter as "the most unfair and unreliable" which had yet appeared. It considered some of the charges as childish; others as having been answered in private letters which had appeared in the press during the preceding year; others as not being within the sphere of Col. Otter's work or responsibility. His task was a hard one and compelled him to meet internal and sectional jealousies and to utilize some inferior officers. "Despite all this, he took his Regiment through the campaign, and it was always a credit to Canada." The result was a product of Colonel Otter's system and, even if that system had been severe, it had worked out well. He had the benefit of nearly forty years' experience while his critics had never been tried in the fire. "He made the Queen's Own Rifles the best Regiment in Canada. His Company was always the most efficient in the Permanent Corps. He took charge of No. 2 District, and to-day it is the best in Canada. Colonel Otter, no doubt, has what others consider faults, but let us be unprejudiced in our criticism of him. He is a product of the Canadian Militia, and we should all stand by him and feel proud of him."

An indirect cause of some of the ensuing newspaper criticism was perhaps to be found in Colonel Otter's admiration and appreciation of British officers who were, just then, rather unpopular. He did not hesitate, however, to express his opinion and, at a lecture given by Col. Foster in Toronto, on February 11th, he stated that he had found the British officer a soldier and a gentleman. "He had come in contact with a large number from the lowest up to the great chief himself. He and his men had been treated by them with respect, kindness and even deference." On February 13th, at a meeting held in the Armouries, Toronto, under the auspices of the Veterans' Association, with President David Creighton in the chair, a sword of honour was presented to Colonel Otter in memory of the Fenian troubles of 1866 and in honour of his subsequent services.

During the immediately ensuing months a certain amount of criticism continued, but without apparent influence in any specific direction. The Hamilton *Herald* demanded an official inquiry into the subject, and the Perth *Courier* joined the papers mentioned above in repeating the charges already quoted. The Sault Ste. Marie *Express* and the Kingston *News* also criticised the Colonel. There was no notice taken of these allegations by Colonel Otter, but on July 8th, in speaking at a banquet given to him by the 41st Regiment, of Brockville, he made a reference to them. "I have been attacked, but I have never publicly

replied, and never shall. There is one place at headquarters where all complaints can be heard, and all wrongs righted, and only there will I make reply. Up to date not one man has, over his own name, made a complaint there. I believe they never will, for there never was a period of my life in which I was more satisfied with my work than I was with what was accomplished in South Africa. True, I had to be severe sometimes with men who forgot themselves, or were ignorant of their duty as soldiers, but I defy anyone to say that I ever acted in a harsh or arbitrary manner. . . . I was placed in a peculiar position, as part of the British army, and beside trained soldiers, with men comparatively green as to their duty as soldiers. The responsibility was great, but I did the best for them and the country."

The Hamilton *Herald*, in commenting upon this speech, on July 10th, declared that its only object in asking for an inquiry was to clear the air of statements which made Colonel Otter unpopular and helped to prevent him receiving that command of the Militia for which he was in some respects better fitted than other Canadian officers. Referring to the speech, the Vancouver *Province*, of July 9th, stated that there was no need for Colonel Otter to defend himself against these attacks. He had fashioned a regiment out of an undisciplined mass of men from all parts of a vast country into a corps which, in three months, was "fit to fight beside the Gordons, the Cornwalls and the Shropshires, and to win undying fame in an engagement which wiped out completely the stain of Majuba." Their subsequent record had never been surpassed. "The spirit of the men was splendid throughout, but it required capacity of a rare kind to so mould that independent Canadian spirit that the men were always 'in hand.'" The paper went on to say that there were none of these stories current amongst Western men. "There were fifteen from Vancouver who returned, and it would be an extremely unhealthy proceeding for a person to air unkind criticism of Colonel Otter before any one of them."

It may be added that in the report of the Major-General commanding the Canadian Militia, which was made public in May, 1901, there was a full explanation of the difference between Colonel Otter and a part of his Regiment as to returning home. The incidents and correspondence were recapitulated, and Major-General O'Grady-Haly declared that there were no good grounds for the misunderstanding which had arisen. "The Battalion had made a name for itself of which the people of Canada, whom they represented, were justly proud, and this name would have been greatly enhanced if all officers, non-commissioned officers and men of the Battalion still in the field, could have seen their way to continue on service for the further short period requested by Lord Roberts." The 300 men who did remain with Colonel Otter, however, received every possible token of appreciation. Largely through the work of Captains Mason and Burstall, two entire companies volunteered to stay, and a third was made up out of the returning companies. When they were finally

relieved of duty, the return home was *via* London, where a great reception was accorded them—alike by their Sovereign, by representative men, and by the public. Early in 1901 Colonel Otter was reappointed to his former position of D.O.C., in Toronto, and also allotted the duties of Inspector of Infantry for the Dominion. He had already been made a full Colonel by the Dominion Government on July 18, 1900, and on April 19, 1901, was gazetted a C.B. for his services to the Empire.

Return of the Second Contingent

Nearly 800 officers and men of the Mounted Rifles and Artillery, who had sailed from Halifax in January, 1900, returned to Canada on the *Roslin Castle*, and arrived at the same port on January 8th, 1901. Lieut.-Col. F. L. Lessard commanded the Royal Dragoons, Lieut.-Col. T. D. B. Evans the Canadian Mounted Rifles, and Lieut.-Col. C. W. Drury the Artillery—the latter, as senior officer, being in command on board ship. With Colonel Lessard were Surgeon-Major H. R. Duff, Captain C. M. Nelles, Captain J. H. Wynne, Major V. A. S. Williams, Major W. Forester, Veterinary-Major W. B. Hall and 213 men. With Colonel Evans were Surgeon-Major J. A. Devine, Captain A. E. R. Cuthbert, Captain J. B. Allen, Captain M. Baker, Lieutenants T. A. Wroughton, J. D. Moodie, R. Riddell, J. V. Begin, F. L. Cosby and E. W. B. Eustace, Major G. E. Sanders, Major Bliss, Rev. J. C. Sinnett and 180 men. With Colonel Drury were Lieut.-Col. J. A. G. Hudon, Surgeon-Major A. N. Worthington, Rev. W. J. Cox, Veterinary-Surgeon J. Massie, Majors W. G. Hurdman and G. H. Ogilvie, Captains H. A. Panet, H. C. Thacker, D. I. V. Eaton and R. Costigan, Lieutenants J. N. S. Leslie, L. E. W. Irving, J. McCrae, E. W. B. Morrison, W. P. Murray, W. C. Good, A. T. Ogilvie and 378 men. Major Laurie and four men of Strathcona's Horse were also on board. A melancholy incident of the voyage was the death of Lieutenant Sutton and Sergeant Inglis—the widow of the former being at the wharf to meet her husband and quite unconscious of the impending blow. He was buried at Quebec, on January 12th, with all honour and amid an imposing attendance of citizens.

The returning officers were interviewed by various papers during the next few days, and some of them were willing to talk. Lieut.-Col. Drury told the Montreal *Witness* that he had been delighted with the conduct of his officers and men. "All of the batteries were fortunate in having a capable lot of non-commissioned officers, and a smart, intelligent lot of men, and they were very efficient in all details of drill and work in the field." Lieut.-Col. Hudon spoke of the satisfaction of his men at hearing of their selection to join in the relief of Mafeking. There was no grumbling at the hardships of their long march from Beira. "The Canadian gunners came in for most of the artillery work of the day (at Mafeking), being placed in the part of the line which happened to receive most attention from the Boer guns." Captain Costigan declared that "E" Battery had a very hard and trying campaign, for "we were months without a roof, and often without a tent over our heads; but there was no grumbling." The

Canadian horses had proved to be the best in South Africa. Lieut.-Col. Lessard told the Halifax *Chronicle* that they had been in forty or fifty engagements. Five officers were dead and seven had been wounded in his command, out of a total of eighteen. Speaking of Lieutenant Borden's death he described it as magnificent. "He amazed the Royal Irish Regiment by his deed of daring."

On January 14th, in the Winnipeg *Telegram*, Major V. A. S. Williams stated that General Hutton had called the Canadian Mounted Rifles the best scouts in the world. "They would not only obey orders when they were sent out, but would also use their own discretion while scouting, and would never return to camp until they had located the enemy." He was full of praise for General Hutton, who was described as "a most competent general and very considerate to his men." Major Williams declared that the Boers had no regard whatever for the white flag. He himself was fired upon after it had been run up on one occasion. Lieut. L. E. W. Irving told the Toronto *News*, on January 12th, that the Canadians had been on very friendly terms with the Australians, "who were not nearly as well disciplined, but were devils to fight." The British officers were, he thought, too much bound by book theories. They lacked originality, though neither their bravery nor that of the privates could be questioned. General Hutton he considered something of a martinet and somewhat theoretical, while Generals Baden-Powell and Paget were the reverse, and were immensely popular with their men. The Canadian horses had done better than any of those purchased in outside countries by the War Office. Lieut. Lorne Cosby, upon the same day, spoke very highly of the popularity of General Hutton with the Mounted Infantry. "He is a splendid soldier in the field, and, although he works his men pretty hard, he works equally hard himself."

Meanwhile the ship had been welcomed by the firing of cannon and the cheers of a great crowd, and on the following day, after the men had been paid off, they departed for their homes in various parts of the Dominion. Amongst those who returned with these troops must be mentioned the popular and kind-hearted nurses who had gone out with the first and second Contingents—the Misses Pope, Forbes, Affleck, Russell, Hurcomb, Horne, Macdonald and Richardson. A luncheon, which was at once a farewell and a welcome, was given at the Halifax Armouries to both officers and men. Lieut.-Governor the Hon. A. G. Jones occupied the chair, and in the course of his speech referred to the feeling of national pride and satisfaction which had been felt by Canada in the achievements of the Contingent. "Every hamlet and cottage had an interest in your movements, and shared in the pleasure that all felt at the credit you were reflecting on yourselves." After a sympathetic reference to the dead he concluded as follows:—

At the time when it seemed right that our people should share in the conflicts for Queen and Empire, the only difficulty the Militia authorities had to contend with was how to restrict the enthusiasm of our people. No act of conscription was

necessary to fill your ranks, thousands were only too ready to join the general battalions who were going forward to the seat of war. Our friends across the border in their hour of necessity could only fill their despatch ranks by an act of conscription, but the Old Land, as well as her various Colonies, have never been compelled to resort to that arbitrary manner of securing the services of her national defenders.

At the various points where the returning soldiers found themselves at home again, the welcome was enthusiastic and receptions eloquent of the popularity of men and cause alike. Crowds of cheering people were always present when the train rolled in, and wherever a man got off, all the way from Halifax to Vancouver. At St. John a banquet was given to Lieut. Good and the returning non-commissioned officers and men. Mayor Daniel was in the chair and an Address was presented on behalf of the city. Speeches were made by Senator Ellis, Recorder Skinner, Lieut.-Col. McLean, Lieut.-Col. Jones, Hon. H. A. McKeown, Hon. A. T. Dunn, Alderman MacRae and others. At Sydney, C.B., her returning soldiers were welcomed by four thousand citizens and entertained at a reception where each was presented with a solid silver watch. Montreal entertained its returning troops with a supper under the auspices of the Soldiers' Wives' League. A five dollar bill was given by the League to each of the men and over eight hundred people attended the preliminary reception. At Campbelltown, N.B., an Address from the Town Council was presented and a dinner given in honour of the local members of the Contingent.

Toronto gave a warmly enthusiastic reception on January 11th to Lieut.-Col. Lessard, Capt. C. M. Nelles, Capt. L. E. W. Irving, Lieut. F. Lorne Cosby, Lieut. Davidson, Surgeon-Major Hall and the large number of men who came with them. The Armouries was packed with a cheering crowd when Mayor Macdonald read the Address. Mayor-elect Howland made a brief speech of welcome. At the Drill Hall in Ottawa, Major Hurdman, Lieut. Morrison and others were welcomed by Mayor Payment and Major-General O'Grady-Haly. On January 17th in the same place the returning soldiers were each presented with gold lockets by the Countess of Minto on behalf of the city. His Excellency the Governor-General spoke briefly, deprecated the criticism of officers by the men now that they had returned and denounced "unwholesome anonymous scribblers" who sought to injure those who had been at the front. Great results were wrapped up in this war:

It has been the first in which the soldiers of the Queen from every part of the Empire have fought side by side with the regular soldiers, and felt themselves part of one composite army. It had been a great object lesson to the world and the world would not fail to appreciate its significance. It had led to close friendships between the Colonial and the regular soldiers—and the closest friendships in the world were formed while campaigning - and this could not fail to do much to increase the sentimental ties between Canada and the Old Country.

On the previous day Sarnia welcomed its returning veterans with cheering crowds and the gift of gold watches; Port Rowan received

Trooper Richardson in the same way; Paris gave a banquet to its two soldiers; Brantford banqueted Mr. T. F. Best, of the Y.M.C.A.; Norwood greeted its two representatives with a reception and gold watches, chains and pins; Fergus and Simcoe presented Addresses and watches and Stouffville gave a banquet to its single representative. Belleville welcomed its three soldiers with ringing bells, decorations and the presentation of watches. Port Hope gave a supper, a patriotic concert and a gold watch to each of its fourteen representatives and celebrated the event also with decorations and a public holiday. Gananoque had a procession, a formal reception and a benefit concert. At Port Dalhousie Corporal Watson was given a gold watch and chain.

The welcome given at Kingston to Lieut.-Colonels Drury and Hudon, Surgeon-Major Duff, Lieut. Leslie and thirty-four non-commissioned officers and men was a procession through thousands of cheering people, a public reception and welcome from Mayor Kent and a banquet on January 16th with the Mayor in the chair. Speeches were delivered by Alderman Farrell, Lieut.-Col. H. R. Smith, A.D.C., Mr. B. M. Britton, M.P., Mr. H. A. Calvin, M.P., Mr. J. H. Metcalfe, ex-M.P., ex-Mayor Ryan, Mr. E. J. B. Pense and the officers who were being welcomed so cordially. Guelph received its little phalanx of Lieut. McCrae and forty soldiers with enthusiasm. Mayor Nelson presented an Address on behalf of the Council and after a few brief words from the Lieutenant, speeches were made by Lieut.-Col. Mutrie, Lieut.-Col. Nicol, Mayor-elect Kennedy and others. On April 9th the Guelph members of the Contingent were formally presented with gold watches. At Hamilton the returning soldiers were received by the usual cheering crowds and welcomed at the Armouries by Mayor Teetzel and Mayor-elect Hendrie. It was announced that a gold watch would be presented to each of them. The Address given to Surgeon-Major Osborne and his twenty-five men was eloquent with patriotism. "For we are proud of you men of the second Contingent,—proud that in the mighty Empire of our Empress-Queen gathered from wher'er her banner flies, the sons of the Northland have held no mean place, and that you have upheld, as we knew you would uphold, the honour of your country and the city of your home."

St. Catharines welcomed her 18 men with ringing bells and decorated streets, a thanksgiving service and fireworks and illuminations in the evening. On January 13th, Winnipeg received Major Williams and his men with a procession through cheering crowds, a brief church service, and a luncheon at the Drill Hall. Mayor Arbuthnot presided at this function supported by the Hon. R. P. Roblin, Rev. Father Drummond, the Hon. C. H. Campbell and Chief Justice Killam. The Premier, in speaking after the Address has been presented to Major Williams, referred to the much-deplored death of Capt. H. M. Arnold and then dealt briefly with the cause for which Canada was fighting. Nowhere had he ever read of a more just war than the present conflict. It had greatly assisted in the unification of the Empire. Father

Drummond spoke of the bravery which had now made Canada so widely known. "The reason of the world-wide success of the British Empire was that all its citizens were firmly bound together in the bonds of brotherhood." A public reception was held in the evening and speeches of welcome delivered by Lieut.-Governor, the Hon. D. H. McMillan, the Chief Justice and the Rev. Dr. Patrick. Ald. Carruthers presided as chairman of the reception committee.

On February 18th, Sergeant Hudson was given a gold watch and a small purse by the town of Parry Sound. Trooper L. W. R. Mulloy, of Ottawa, who had lost his eyes in one of the fights of the war, was an object of various special presentations and receptions. Trooper G. H. A. Collins, in an interview in the Montreal *Star*, of January 12th, stated that he had been with Mulloy at the battle of Belfast where he received his wounds. The latter had turned to him in the midst of his sufferings and said: "Well, George, I guess this will make a blind man of me; but if I had to go through it again I would do so." A benefit concert was given for him at Brockville and lectures which he gave at various points in Ontario and the Maritime Provinces during the year were largely attended. In Montreal, on April 19th, a banquet was given by McGill University graduates to the local troops who had returned from South Africa. Amongst those present were the guests—who included Surgeon-Majors Wilson, Worthington and Fiset, Captains Irving and Laurie, Lieutenants McCormack, Fraser and Ross—and Principal Peterson, Sir William Hingston, Mr. Justice Archibald and others. On the succeeding day at Brandon, Manitoba, an Address and a gold watch for each were presented to Sergeant Bradner and Troopers Othere, McIntosh, Ward and McGregor. Many other places welcomed individual members of the Contingent in much the same fashion or gave combined receptions to returning soldiers of the various Contingents who had arrived home at different dates.

Meanwhile a General Order had been made public, and was afterwards included in the special Militia Report of the year 1901, which paid high tribute to the services and capacity of the second Contingent. Dated at Headquarters, Belfast, November 20, 1900, this document stated that Major-General H. L. Smith-Dorrien, D.S.O., could not allow the Royal Canadian Dragoons, the Royal Canadian Artillery and the Canadian Mounted Rifles to return home without "thanking them for the grand work they had performed for him in the Belfast Flying Column." They had proved to be "splendidly brave and mobile troops." He had no words in which to express how great a loss they would be to his force. It may be added that the Canadian Mounted Rifles lost, during the war, Lieut. T. W. Chambers, Lieut. A. L. Howard, D.S.O., Corporal J. F. Morden and Troopers Woollcombe, Clements, Frost, O'Kelly, Kerr, Lett, Wood, Ball, O. Smith and J. R. Taylor. The Royal Canadian Dragoons lost Lieut. C. F. Harrison, Lieut. H. L. Bordon, Lieut. J. E. Birch, Capt. C. St. A. Pearse, Lieut. F. H. C. Sutton, Staff Quartermaster B. Hunt, Sergeant

N. D. Builder, Corporal E. A. Fillson, Sergeant L. J. S. Inglis and fifteen troopers. The Royal Artillery lost nine men.

Return of the Strathconas

Strathcona's Horse had been equipped and despatched from Canada, on March 17, 1900, at the personal expense of Lord Strathcona, and consisted at first of 28 officers and 512 non-commissioned officers and men, with Lieut.-Col. S. B. Steele in command. During the campaign the force greatly distinguished itself, and after serving under General Buller for some time in the Second Cavalry Brigade, with Major-General the Earl of Dundonald, C.B., D.S.O., in command, they were from October onwards under the command of General Barton. On January 11, 1901, came the order to prepare for the return home—after representations had been made that the time of service had expired and that to many of the men engaged in business pursuits it would be a hardship to remain longer. Four days later Lord Kitchener bade the force farewell; informed them that they had marched through nearly every section of the Transvaal and Orange River Colony and that he had heard nothing but good of them; and stated that he had received letters from Generals all over the country asking for Strathcona's Horse. The Regiment arrived at Cape Town, on January 20th, immediately embarked for London and arrived at Gravesend on February 13th.

It was the intention of the Imperial authorities to pay special honour to the Regiment—partly on account of its services and partly as an indirect compliment to Lord Strathcona—and this intention was fully carried out. Immediately on landing, they were taken to Kingston Barracks and thence, on the following morning, were posted in a conspicuous position to participate in the reception of the King, as he and Queen Alexandra drove to the opening of the first Parliament of the new reign. The cheers given by the crowds in the streets were most enthusiastic and obviously appreciative of the Imperial services of the kharki-clad troops. On February 15th the Regiment was inspected and welcomed by His Majesty at Buckingham Palace, and Colours were presented in person to Colonel Steele as well as medals to each member of the Regiment present. The King also decorated Colonel Steele with the M.V.O., and delivered a speech of congratulation to the officers and men. Queen Alexandra, Lord Roberts, Sir Redvers Buller, the Duke of Connaught, the Princess Louise, Mr. Brodrick, Mr. Chamberlain, Lord Strathcona and others were present. Mr. A. G. Hales, the well-known war correspondent, wrote of the event in the *Daily News*, of the following day, as follows: "How proud they looked, those close-knit men, dressed in their plain kharki, no ornaments, no trappings, no man-millinery—they looked liked men well fit to hold a nation's flag and hold it high in time of storm and strife. If Canada has many more like these, then she is rich indeed."

Following this came a series of functions in honour of the officers and men under direction, very largely, of a Reception Committee headed by the Duke of Abercorn. Every facility was given the

soldiers to have an enjoyable time individually as well as collectively, and theatres and places of interest were thrown wide open to them. Lord Strathcona gave two luncheons—on January 18th and 21st respectively—attended by Mr. Brodrick, Secretary for War, the Earl of Aberdeen, the Earl of Dundonald, the Duke of Abercorn, Lord Stanley and many other distinguished persons. A conspicuous incident of these occasions was the enthusiastic cheering of the men for General Buller and the evident popularity of Lord Dundonald. On January 23rd, the corps left for Liverpool where they were the guests of the Lord Mayor, Mr. Arthur Crossthwaite. A luncheon was given them, with 10,000 people in the galleries, and speeches delivered by prominent persons. The Regiment then marched to their ship, through two miles of crowded streets.

While in London, Colonel Steele was interviewed, on February 20th, by a correspondent of the Toronto *Mail and Empire* (March 9th). He laid stress upon the scouting services of his men, developed through habits of alertness and watchfulness obtained during their life on the plains. Of General Buller he spoke warmly. "He is a great soldier, and his men swear by him. When one thinks of the natural difficulties he was expected to overcome with 50,000 men, when 200,000 would not have been too many, the wonder is not that he was delayed in getting through to Ladysmith, but that he ever got there at all." The experience acquired now, Col. Steele thought, should make the British army "the fittest fighting machine in the world." As to the Commissariat arrangements, he could only speak of their own experiences. "All through this campaign, the provision made for our comfort was marvellously good. We, at least, have nothing to complain of. All the vast territory, over which the army was scattered, could only be reached by one single line of railway and yet we never wanted for food or a single round of ammunition." Nor had they any reason to criticise the hospitals where the difficulties, he added, were unprecedented. He thought the British people were too much given to running themselves down, and that no other military nation would have done as well in South Africa as they had. The Canadian horses were exceptionally good—especially those from the western plains.

On March 8th the Strathconas arrived at Halifax, and the officers who landed with their men were Lieut.-Col. Steele, M.V.O., Major R. Belcher, Major A. M. Jarvis, Capt. D. M. Howard and Capt. G. W. Cameron; Lieutenants E. F. Mackie, J. F. Macdonald, J. E. Leckie, R. M. Courtney, A. E. Christie, G. E. Laidlaw, S. J. Steele, G. H. Kirkpatrick, H. Tobin; C. B. Keenan, the medical officer, and G. T. Stevenson, the veterinary officer. Others who had accompanied the Strathconas from Liverpool were Lieut.-Col. J. Lyons Biggar, Capt. H. M. Mackie, Capt. A. J. Boyd, Lieut. Van Straubenzie and Lieut. Leach. Shortly after landing, Colonel Steele, in the presence of thousands of onlookers, thanked the guard of honour, composed of the 3rd Royal Canadian Regiment, in a few fitting words: "Boys, never forget that you are Canadians, and that

Canada as a country has no superior in the wide world. Always be ready to take up arms to defend the Empire whenever the occasion calls." In an interview on the same day with the Halifax *Herald*, Colonel Steele said that he had been offered the command of the Petersburg District in South Africa and might accept. "There was," he declared, "no better body of men living" than the Strathcona Horse. "They obeyed orders strictly, and we always had magnificent discipline." They were always kind to women and children. "The soldiers of the regular British army also were exemplary in this respect. The war had been conducted on humane lines."

The Strathconas left Halifax on the evening of the 8th and arrived at Ottawa on the following day. Along the route crowds were at many points to welcome the soldiers home, and at Moncton, N.B., an address was presented to Colonel Steele. There was only an informal welcome at Ottawa, and the train soon left for Montreal where on the 10th a large and enthusiastic crowd cheered the returning troops. Meanwhile, the Commander of the Corps had issued his formal farewell to the officers and men. They had, he pointed out, left Canada 597 strong, and had sailed from Cape Town with a strength of 415. But a number remained in England on furlough, so that those who landed at Halifax were 18 officers and 262 non-commissioned officers and men. They had lost 12 men killed in action, and 14 had died from wounds, fever, etc. Sixty men had been invalided to England, 26 had remained in South Africa on private business, and 38 had joined other corps—of whom 14 received commissions. He concluded by expressing appreciation of the devotion and loyalty shown to him by all ranks during the campaign. It had been a year of self-sacrifice, but they had earned a name for themselves amongst British corps. In future years, he hoped, the members of Strathcona's Horse would always remember and try to emulate the sterling character, munificence and integrity of the noble founder of their Regiment. In a letter which was dated January 23, 1901, and appeared in the Victoria *Colonist* of March 6th, Lieut. T. E. Pooley, who had been in charge of the men from British Columbia in this Regiment, wrote a concise summary of its record and a strong tribute to its members. He, himself, had remained behind in another force. Of the character and conduct of those under his special command he could not say enough. As to the Regiment, he had heard more than one Imperial officer say that a few thousand more such troops would have "ended the war before this." The Gordon Highlanders had declared of the Canadian Infantry that they would rather fight beside a Canadian than anyone else. "Strathcona's Horse have marched, undoubtedly, up to the time they left, further than any other Regiment which has been out here. They have been continually on the move since June last, seldom stopping longer than two or three days, and on one occasion, a week. They have been through Zululand, Natal, Transvaal, north, south, east and west; Orange River Colony and Cape Colony; a record which no other Regiment has." Later in the year Major Dalby, of

Digby, N.S., received a letter from Sir Redvers Buller dated March 4th in which he declared that he did not want to "ever command better men than Strathcona's Horse, who were the Canadians more immediately under me."

The South African Constabulary

On January 10, 1901, it was announced that the Canadian and Imperial Governments had agreed upon the terms by which recruits were to be attested at different points in the Dominion for service with Lieut.-General R. S. S. Baden-Powell's Mounted Police in South Africa. The numbers enrolled in Great Britain and Ireland were to be 1,000 men, and the numbers finally despatched from Canada were 1,208 non-commissioned officers and men. The term of engagement was three years, the men must be good riders and good shots, promotions were to be by merit and commissions to be obtainable from the ranks. Discharge could be purchased at any time for specified sums dependent upon the time of service, and, in Great Britain, special inducements were offered to those who might wish at the end of their term to stay and settle in South Africa. The object of the organization was "the maintenance of order and public security in the Orange River Colony and the Transvaal." In Canada preference for enlistment was given to those who had already served in South Africa or in the North-West Mounted Police. The pay of the non-commissioned officers ranged from 15s. to 7s. 6d. and of the troopers from 7s. to 5s. per day. Colonel S. B. Steele, C.B., M.V.O., the distinguished Commander of Strathcona's Horse, was appointed to the command of the force until it reached South Africa, where he was to be placed in charge of the Lyndenburg District with the rank of Colonel and a salary of $6,000 per annum. The other officers, as finally selected, were Captains H. E. Burstall, C. C. Bennett, F. W. L. Moore, W. T. Lawless, T. O. Crichtley, A. H. H. Powell, W. H. Scarth, E. Reading, H. R. Poussette, G. S. Beer, W. L. McGiverin, A. E. Swift, and Lieutenants J. C. Oland, A. B. Irvine, C. P. Ermatinger, D. A. O'Meara, J. P. French, W. D. McCarthy, W. H. Morgan, J. F. Foulkes, H. A. C. Machin, G. Hampson, R. B. Eaton, K. C. Folger, R. R. Thompson, F. W. Burritt, C. R. E. Willetts, F. T. St. George, J. R. I. Atwater and G. R. Lightbound. Captain F. L. Vaux went out as medical officer but afterwards retired to enter the Imperial Yeomanry. The force embarked from Halifax on the *Montfort* on March 29th and arrived at Cape Town on April 25th.

There was not a great deal of public discussion concerning this recruiting of troops. It was taken for granted by the French papers in Quebec, which were not exactly enthusiastic over the subject of Imperialism, that any young man who wished to go to the front at the request and expense of the Imperial Government, had the right to do so. A few other papers such as the Montreal *Witness*, the Windsor *Record*, the Napanee *Star* and the Toronto *Star*, deprecated the idea of detaching so many energetic young Canadians from the work of building up Canada, and some criticism was caused by the

statement that special grants and encouragement would be given to those members of the Constabulary who might wish to permanently settle in South Africa. Upon this point the *Canadian Military Gazette* was especially emphatic and, in its issue of February 19th, declared itself strongly opposed to the action of the Militia authorities in "encouraging the virtual deportation" from the Dominion of some of its best settlers and citizens. "This journal is not, by any means, opposed to sending men to fight the Empire's battles, if they are required for the purpose, but in this instance, it is not even pretended that such is the case, the statement being that they are required for doing police duty in the conquered country, the ultimate aim and object, doubtless, being that at the expiration of their three years' term of service they will be induced to settle in Africa to the exceeding great detriment of the Dominion."

As soon as the troops had arrived at Cape Town, they were divided and drafted to various stations, 500 going to Bloemfontein and the officers being transferred without regard to previous companies or commands. It was stated that District Commanders were all anxious to have some Canadians with them, and this, in addition to General Baden-Powell's desire to eliminate local feelings and create a distinct *esprit de corps* in the Constabulary, as a whole, was the cause of their not being kept together. On May 4th, the Secretary for the Colonies cabled Lord Minto that the Government had just received the following despatch from Lord Milner: "The Inspector-General of the South African Constabulary reports most favourably on Canadian recruits. The average physique of the men is splendid, and they seem to be particularly well fitted for their duties." Later on, Sir Wilfrid Laurier received a letter from Lieut.-General Baden-Powell which was made public on July 27th. It expressed the thanks of the Inspector-General for the assistance of the Canadian Primier in the development of his force, and declared that with the excellent material of which the Canadian portion was composed, it would be a valuable addition. "I have learned in the recent campaign," he added, "to admire and appreciate the worth of the Canadians in the field, and am, therefore, truly glad to welcome your contingent to our corps." His force was composed of men from all the great Colonies, and as such, would, he hoped, "typify the Empire itself as working honestly and harmoniously in the great work of bringing peace and prosperity to the territories now added to our rule." During the months which followed, the Canadians in the Constabulary had their full share in the desultory warfare of the time. At Honkop, near the railway which runs between Bloemfontein and Pretoria, a body of the Constabulary—partly English and partly Canadian—was tricked, surrounded and captured, in part, on July 11th. Captain Bennett, of Vancouver, was the Canadian officer, and he was amongst the twenty-four who were captured; six being wounded and four killed. Similar incidents occurred from time to time, including the gallant death of Corporal Slean in another fight, just as he had told his comrades not to surrender till their last shot

was fi.ed. Amongst those, who died of disease or fever during the year were Troopers Mann, Patton, Purdon, Willcocks, Tabb, J. H. Cameron, Barrett, W. J. C. Brown, Hannon, Mullins, Kean, Serpell, Quinn, Hill, Marion, Milne, Smallwood and Corporal Racey. Troopers Hallett and Busby died of wounds, and Sergeant-Major Chalmers, Troopers Sproule and James, and Corporal Slean were killed in action.

The Third Canadian Contingent

The question of sending a third body of mounted men to assist the British troops in their difficult task in South Africa was constantly discussed during the year. In January, Major W. Hamilton Merritt, of Toronto, proffered his services to the Imperial Government, through Lord Strathcona, for the raising of a force of 600 men. His offer was sent from Nice where he was recuperating after his previous services with Brabant's Horse, and from there he went to London, arranged details with the War Office, including re-payment to the Canadian Government for expenses of equipment, and obtained the right of nominating his officers. He afterwards claimed, in the general matter of raising the Regiment, to have had the approval of the Canadian Minister of Militia through a letter to Lieut.-Col. C. A. Denison, of Toronto. In March, he returned to Canada, and found that the Government was opposed to his having the selection of the officers. Meanwhile, the Colonial Secretary, through Mr. H. Bertram Cox, had formally advised Major Merritt, under date of February 20th, that an intimation of his offer had been sent to the Governor-General of Canada with the statement that "if his Ministers see no objection, and are willing to assist in the manner indicated, His Majesty's Government will be glad to avail themselves of your offer." The name of "The Canadian Rangers" was chosen for the new corps.

On March 13th the matter was considered at Ottawa, and an Order-in-Council was passed declaring that such a force could be raised in Canada, but that "it is not deemed expedient to express any opinion respecting the raising of such a force under Major Merritt." The Minister of Militia, to whom the affair was referred by Council, went on to say that Major Merritt should be aware that, under the Militia regulations of the Dominion, any proposal regarding the enrollment of such a force should have been made through the medium of the Militia Department. If it was still the desire of His Majesty's Government to have an additional force from Canada under command of a Canadian officer, the Minister would be glad to advise as to the selection of such an officer. On April 18th the Government received a telegram from Mr. Chamberlain deferring decision until the end of the month, and on June 4th were advised by the War Office, in a letter to Mr. Chamberlain for transmission to the Governor-General, that the Imperial Government, though appreciating the spirit which prompted the proposal, were of opinion "that at present circumstances do not render its acceptance necessary." Major Merritt felt this refusal, or change of arrangement, very keenly, and publicly charged the Canadian Minister of Militia with having burked his

proffered and acceptable aid to the Imperial authorities because of the loss of patronage involved in his own selection of the officers.

He renewed his offer through the regular channels on October 4th, but was referred to the reply already received from England. Meanwhile the press had taken up the matter and discussed it with a certain touch of political criticism. With some exceptions there was a general and patriotic desire to send more men to the front. The Toronto *Mail and Empire*, of April 2nd, pointed out Major Hamilton Merritt's special qualifications for command in such a corps, and referred to the fact that the Colonial Division, to which he had belonged in South Africa, under the gallant Sir Edward Brabant, had gone through 91 engagements, 15 of which were general actions, and had lost 20 per cent. of its total force in casualties. The Toronto *Globe*, of October 31st, took the ground that more troops were not needed in South Africa, and that Canada owed to the cause "no unfulfilled obligations." "If men are needed from here, the Imperial authorities have only to say the word and the Government will heartily address itself to the task of raising a force." The St. John *Telegraph*, of June 24th, thought we had "done pretty well already," and there was no need for hurry in sending more men. The Windsor *Record* declared that Canada did not want to be made a recruiting ground for the British army; and the Toronto *World* urged the Government to take "immediate steps to remove the stigma that rests upon Canada through her indifference to the seriousness of the situation in South Africa." The London *Advertiser* took the ground that a good deal had been done already and a great advance made in Imperial unity. Great Britain did not pay her men enough, or she would have more of them from her own shores. The Winnipeg *Telegram*, of November 14th, declared that "unless under stress of some greater necessity, or to testify to some great principle, Canada cannot spare any more of its able-bodied workers." The Vancouver *Province*, of November 20th, thought that another Contingent should be sent, and that "thousands of our young men would be more than delighted to go to South Africa, or to any other part of the world, to fight under the flag." The Montreal *Star*, Ottawa *Citizen*, Halifax *Herald*, and St. John *Sun*, endorsed the prompt despatch of another force. On November 27th it was announced at Ottawa that a Mounted Contingent of 600 men would be organized under the following conditions of acceptance—as contained in a despatch from Mr. Chamberlain:—

1. Men to be able to ride and shoot.
2. Imperial Yeomanry rates of pay to be accepted; namely, cavalry rates to date of embarkation and Yeomanry rates subsequently.
3. Canadian Government to provide horses, saddlery, uniform, boots, etc., on repayment. Imperial Government to provide arms.
4. Officers to be nominated by Canadian Government, and their names submitted to Commander-in-Chief for approval of Secretary for War.
5. Medical conditions to be as for Imperial Yeomanry.
6. Preference to be given to men who had had previous service in South Africa, and to single men; married men and widowers with children to be accepted, provided that they understand that no separation allowance will be issued.

Colonel T. D. B. Evans, C.B., who had command of one of the first Mounted Contingents in South Africa, was at once selected to command the new corps, and on December 16th, in view of the expression of public sentiment, and the quantity and quality of the men offering for enlistment, it was announced that the force would be raised to 900 men. Toward the end of the month it was stated that Major Hamilton Merritt had been offered, and had accepted, the place of second in command, and on December 22nd the list of other officers was finally made public. Lieut.-Col. G. W. Cameron, D.S.O., of Montreal, was Major, and the Captains included Major R. G. E. Leckie, Capt. J. D. Moodie, Capt. J. H. Elmsley, Major J. F. Macdonald, Lieut. J. E. Leckie, D.S.O., Lieut. I. R. Snider and Capt. P. E. Thacker. The Quartermaster was Lieut. J. Graham, the Medical Officers were Surgeon-Capt. J. A. Devine and Surgeon Lieut.-Col. R. H. Duff, the Veterinary Officers, Lieutenants R. Riddell and A. E. James, and the Paymaster, Lieut. R. H. Moir. The Subalterns included Lieutenants W. R. Marshall, R. F. Markham, Bruce Carruthers, W. J. Loudon, Thomas Callaghan, F. Homer Dixon, J. C. Richards, H. Sholto Douglas, H. Hiam, A. F. Ashmead, A. D. Redford, E. Blake Allen, J. W. Allen, H. G. Brunton, J. D. Graham, H. F. W. Fishwick, E. P. Clarkson, A. H. Gault, C. R. Tryon, G. B. Mackay, H. J. Lambkin, G. W. M. Farrell, S. J. A. Demers, W. Rodden, C. P. B. Simpson, F. Church and R. H. Ryan. Nearly all of these officers had served already at the front. A Field Hospital Service was also accepted by the Imperial authorities and organized by the Minister and Col. J. L. H. Neilson, Director-General of the Medical Service at Ottawa. Surgeon Lieut.-Col. A. N. Worthington, of Sherbrooke, was placed in command, with Major G. Carleton Jones, of Halifax, as second. Capt. H. D. Johnson and Lieutenants J. A. Roberts, H. G. Tremayne and P. Weatherbe, were the other officers.

Comments upon the despatch of this force, and the arrangements concerning Imperial payment of all expenses, were varied. Imperialists such as Dr. Parkin had been urging the sending of more men, fully equipped, and with expenses paid. On October 26th, at the Toronto reception to Sir Frederick Young, Dr. Parkin spoke strongly regarding what he considered the prevailing apathy in Canada. "To-day the position of affairs in South Africa was a cause of concern, yet Canadians remained cool and critical. They talked of Tommy Atkins' immobility, but Tommy Atkins and the Australians and New Zealanders had remained to fight it out. They talked of the mobility of the North-West Police Force. Why were there not 5,000 of them in South Africa now?" On November 10th, the Rev. S. G. Bland preached a vigorous sermon in one of the Methodist churches of Ottawa in favour of action. "Canada will suffer shame in the sight of the Empire, and in its own eyes, if it does not renew its help to the Imperial arms in South Africa." The strain of men and money upon Great Britain, the large Contingents sent by Australians, and still being despatched, the unexampled prosperity of the Dominion and its revenues, the necessity of rebuking unworthy and disloyal

Englishmen, were given as the reasons for immediate action. Speaking to the Peterborough *Times*, on November 22nd, Sir Charles Tupper expressed a similar view. "I am very sorry that there is not a Canadian Contingent standing alongside the Australians and New Zealanders to fight for the Empire to the end of the war. I hope the Government will not only allow a Contingent to be raised, but will also organize and equip it." On December 16th the Rev. Dr. S. P. Rose spoke at a Foresters' banquet in Ottawa, and expressed his pride in being a British subject. "I trust," he continued, "that we of Canada, who are so proud of our connection with the British Empire, will not shrink at proper moments from bearing part of the burdens of the Empire. If our country, as a whole, is too poor to pay the cost of the third Contingent, why should we not, as an Order, pay the cost, and it would save Canada from disgrace? It is worth our serious consideration. I trust that the Independent Foresters who go out will not go out at the expense of the Empire, or C.O.D., as it were, but at the expense of our Order." The press discussed the matter on lines very similar to previous expressions of opinion as to the sending of a new Contingent. The papers which had urged the despatch of one were, as a rule, willing to pay all expenses, and the majority of these were Conservative, and therefore naturally in opposition to the Government. The Toronto *Telegram* compared the policy of the Government in this respect to that of the Prince of Hesse during the American Revolution. The French-Canadian papers were almost unanimous in describing the raising of the Contingent as simply a permission to Great Britain to enlist troops, and *La Patrie*, *La Presse* and *Le Soleil* were a unit upon this point. On January 28th, of the new year, 1902, the "Canadian Mounted Rifles," as they were called, sailed from Halifax and arrived a month later at Cape Town.

British Despatches and Imperial Honours

During 1901 a number of official documents were made public in which the references to Canadian participation in the war were of exceedingly complimentary character. A series of Field Marshal Lord Roberts' despatches were published, on February 8th, in the London *Gazette*. Writing on February 6, 1900, Lord Roberts stated that "a subject which from the first attracted my attention was the development and organization of the Colonial forces, of which I was inclined to think that sufficient use had not been made." Referring to the conflict at Paardeberg he spoke of the Canadian advance under Col. Otter as "a gallant deed, creditable to all who took part in it." In a despatch dated March 15th he mentioned "the good services performed by the splendid and highly efficient body of troops from other parts of Her Majesty's Empire." Reference by name was made to Major S. J. A. Denison and Captain G. P. Lea, of the Army Service Corps and Colonel Girouard. In the despatch of March 31, 1900, dealing with Paardeberg at length, the names of Col. Otter, Majors L. Buchan and O. C. C. Pelletier, Capt. H. B. Stairs, Lieut. A. H. Macdonell, Sergeant Utton and Privates J. Kennedy, H. Andrews, J. H. Dickson, C. W. Duncaife and F. C. Page were mentioned by Lord Roberts. Writing

on November 9th, Sir Redvers Buller specially mentioned Capt. E. M. Morris, of the Devonshire Regiment, as "distinguished for his power of organization, his tact and management of men in camp, and his ability and courage in the field." On May 31st, Lieut.-General, Sir Charles Warren mentioned Lieut.-Col. S. Hughes, and also Major G. H. Ogilvie, Surgeon-Major Worthington and Capt. H. J. Mackie, of the Artillery. General Buller, in the despatch above quoted, also referred to Lieut. C. A. Hensley, of the Dublin Fusiliers, who died afterwards from wounds, Lieut. D. F. Campbell, of the Lancashire Fusiliers and Major J. Moir, of the R.A.M.C., and, in special terms of thanks, to Capt. G. N. Cory of the Royal Dublin Fusiliers. In May, 1901, the despatch of Lieut.-General Sir H. E. Colville, dealing with the operations around Paardeberg, was made public. It was dated March 3, 1900. The first movements of the Royal Canadians with the co-operating British regiments, on February 18th, was described as characterized by "extraordinary courage and determination." Other events of succeeding days caused praise from his pen and then came the following statement:—

> On the 27th the Royal Canadians and Royal Engineers especially distinguished themselves; only thoroughly well-disciplined troops could have successfully kept an orderly formation in their 445 yards' advance in the darkness. The coolness displayed alike by the front rank of Canadians, who remained for one hour and a half in the open, covering the working party at a distance of eighty yards from the enemy's trench, and by the rear rank and Royal Engineers in making the trench under a heavy, but fortunately ill-aimed, fire, was admirable.

General Colville then gave the names of those Canadians reported for notice by Major-General H. L. Smith-Dorrien, D.S.O., and who were afterwards mentioned by Field Marshal Lord Roberts—including, also, the name of Captain H. M. Arnold, who had died from his wounds. Dealing, on November 9, 1900, with the Natal Army as a whole General Buller referred to Strathcona's Horse. They had joined his forces in June and "from the moment of their arrival they served with marked success. I can hardly speak too highly of the value Strathcona's Horse have been." Lieut.-Col. S. B. Steele, he added, possessed great influence with all the ranks of his Regiment. "Having a thorough knowledge of frontier work, his services have been most valuable." Major A. M. Jarvis, Major R. Belcher, Capt. E. F. Mackie and Lieut. R. H. B. Magee were described as having done excellent service and proved themselves "most useful soldiers." Amongst the non-commissioned officers and men who were reported to him as having "specially distinguished" themselves were Sergeant-Major J. Hynes, Sergeant W. H. Nelles, Sergeant J. R. Brigham, Corporal A. K. McLellan; Privates C. W. Rooke, G. Gamsby, W. F. Graham and A. C. Gardner. The officers stated, during their time of service, to have performed special acts of bravery or been selected for and successfully carried out arduous or dangerous duties were Major A. E. Snyder, Captains G. W. Cameron and F. L. Cartwright, Lieutenants F. Harper, J. A. Benyon, P. Fall, J. F. Macdonald, J. E. Leckie, T. E. Pooley, A. E. Christie, Surgeon-Lieut. C. B. Keenan, Lieutenants W

Parker, J. R. Snider, E. J. Steele, A. McMillan, A. H. L. Kyle and Civil Surgeon A. E. Houseman. Twenty-six non-commissioned officers and men were mentioned in the same way. On November 15th Field Marshal Lord Roberts described the difficulty incurred at the time of writing through the period of service having expired in the first Contingents from Canada, Australia, Tasmania, New Zealand and South Africa itself, and of the great desire he had felt for the Canadians to remain a little longer:—

> It is impossible to disregard the urgent reasons given by our Colonial comrades for not being able to remain longer at the seat of war. They had done admirable service and shown themselves well fitted to take their places by the side of Her Majesty's regular troops and I witnessed their departure with deep regret, not only on account of their many soldierly qualities, but because it materially impaired the mobility and efficiency of the army in South Africa for the time being, a very critical time, too, until indeed a fresh body of Mounted Infantry could be formed from the nearest available Line battalions, and the several South African local corps could be again recruited up to their original strength.

Various officers and men of the several Canadian Contingents were mentioned in Lord Roberts' despatch of March 29th "for meritorious services performed" and the names included those of Colonels W. D. Otter and C. W. Drury; Lieut.-Colonels L. Buchan, T. D. B. Evans, F. L. Lessard and S. B. Steele; Majors R. Belcher, J. A. G. Hudon, A. M. Jarvis, G. H. Ogilvie and Surgeon-Major A. N. Worthington; Captains G. W. Cameron, F. L. Cartwright, A. C. Macdonell, A. H. Macdonell, E. F. Mackie and H. A. Panet; Lieutenants A. E. Christie, H. J. A. Davidson, A. L. Howard, W. M. Inglis, L. E. W. Irving, J. E. Leckie, J. H. C. Ogilvy, R. E. W. Turner, F. V. Young, and Surgeon-Lieutenant C. B. Keenan. Twenty-two non-commissioned officers and men were also specified including Privates J. Kennedy, L. W. R. Molloy, and R. R. Thompson. Dealing with the relief of Mafeking, Lord Roberts wrote of "the Canadian Field Battery from Bulawayo, ("C" Battery under command of Major J. A. G. Hudon) joining Colonel Mahon, having pressed in by forced marches and rendering valuable assistance." On April 19, 1901, it was announced in the *Gazette* that in view of these despatches and covering the period up to Lord Roberts retiring from the command in South Africa, His Majesty the King had been pleased to confer certain distinctions. The following Canadians were honoured in the ways mentioned.—

K.C.B.

Colonel John George Dartnell, C.M.G.

C.B.

Colonel C. W. Drury.
Colonel W. D. Otter.
Lieut.-Col. T. D. B. Evans.
Lieut.-Col. S. B. Steele, M.V.O.
Lieut.-Col. F. L. Lessard.*

K.C.M.G.

Lieut.-Col. E. P. C. Girouard, R.E., D.S.O.

C.M.G.

Lieut.-Col. Lawrence Buchan.
Major S. J. A. Denison.
Major E. Belcher.
Major A. M. Jarvis.
Capt. E. B. Vankoughnet, R.N.

* Colonel Lessard was at first gazetted a C.M.G., but it was afterwards stated to have been a mistake.

D.S.O.

Capt. G. W. Cameron.
Capt. F. L. Cartwright.
Capt. A. C. Macdonell.
Capt. E. F. Mackie.
Surgeon-Lieut. C.B. Keenan, M.D.
Capt. H. A. Panet.
Lieut. A. E. Christie.
Lieut. L. E. W. Irving.
Lieut. J. E. Leckie.
Lieut. J. H. C. Ogilvy.
Lieut. R. E. W. Turner.

The London *Gazette*, of April 23rd following, announced that the coveted honour of V.C. had been conferred upon Lieut. H. Z. C. Cockburn, Lieut. R. E. W. Turner and Sergeant E. J. Holland. The Medal for Distinguished Service in the field was awarded to Private W. A. Knisley, of the Royal Canadian Regiment. A little before this date, on March 11th, the Victoria Cross was also bestowed upon Sergeant A. H. L. Richardson, of the Strathcona Horse, and he received the cross from the King's hand two days later. The three other recipients obtained their crosses from the Duke of Cornwall and York during his visit to Canada. About the same time Surgeon-Lieut.-Colonel G. Sterling Ryerson, M.D., was gazetted a Knight of Grace in the Order of St. John of Jerusalem in England; Lieut. Duncan F. Campbell, of the Lancashire Fusiliers, was made a D.S.O.; Colonel F. W. Benson, Chief Staff Officer to Lieut.-General Kelly-Kenny, and a native of St. Catharines, was made a C.B.; Lieut. D. S. McInnes, R.E., was given the D.S.O.; Captains G. M. Kirkpatrick, R.E., and E. M. Morris, of the Devonshire Regiment, were promoted to be Majors (brevet). One of the most deserved and appreciated honours of the war, so far as Canada was concerned, was the K.C.M.G. bestowed upon Lieut.-Col. Edouard Percy Cranwill Girouard, D.S.O. His railway experience had commenced on the Canadian Pacific Railway, continued as Traffic Manager of the Woolwich Arsenal Railway, and developed greatly while in charge of railway construction under General Kitchener, in the Soudan. From being Director of Egyptian Government Railways he had become Director of Railways in South Africa under Lords Roberts and Kitchener—with the charge of transporting 250,000 troops over a vast country and controlling the equally difficult transport of supplies and non-combatants during a varied and perplexing warfare. Now, at the age of thirty-three, he had received honours which most men prize in their old age. In his despatch of March 31, 1900 — made public in February of the succeeding year—Lord Roberts wrote as follows: "The Director of Railways has carried out his duties in a highly creditable manner. The concentration of troops prior to my advance was carried out by him without a hitch, and he has recently performed valuable service in restoring through railway communication between the Orange Free State and Cape Colony." On April 2nd, Earl Roberts again referred to Lieut.-Col. (Sir) Percy Girouard as having held the important post of Director of Railways. "To his able administration, his powers of organization and his unflagging industry, the success of his Department is mainly due. I am much indebted to him for his valuable services."

On July 25th, the King held an Investiture at St. James' Palace, and amongst the honours personally conferred by His Majesty were

the V.C. and the D.S.O. upon Lieut. H. E. M. Douglas, M.D., a graduate of Queen's University, Kingston. A little later Lieut. W. H. J. Nickerson, a native of Sackville, N.B., received the V.C., and on April 6th, Capt. H. C. Nanton, R.E., was appointed Assistant-Director of Railways in South Africa under another Canadian—Sir Percy Girouard. Capt. G. N. Cory, of the Dublin Fusiliers, was also gazetted a D.S.O. In September additional Canadian honours were recorded in the London *Gazette* as a result of Lord Roberts' despatches in which Majors R. Cartwright, V. A. S. Williams, W. Forester, G. E. Sanders, Capt. H. B. Stairs, Lieut. E. W. B. Morrison, Lieut. J. Cooper Mason and Lieut. H. L. Borden were mentioned for their services. Lieut.-Col. R. Cartwright received a C.M.G. while Major A. L. Howard, Major G. E. Sanders, Capt. H. B. Stairs, Capt. A. H. Macdonell, Lieut. E. W. B. Morrison and Lieut. J. Cooper Mason were given the D.S.O. The Distinguished Service Medal was conferred upon Sergeant-Majors T. Hynes, W. Guiblett and J. Richards, Sergeants W. H. Nelles and T. R. Miles, Corp. T. Gallaghan, Gunner Laidlaw, Troopers A. W. V. Crawley and Waite and Private L. W. R. Mulloy. During the South African war a very large number of Canadians had been given Commissions in the British Army. On April 1, 1900, according to the Militia List, one hundred and two officers were on service in the Army who had graduated from the Royal Military College at Kingston. Most of them were in South Africa, though a certain number were in India and at other Imperial stations. According to a list compiled by the *Canadian Military Gazette*—and omitting College graduates—the Canadians who had been granted Imperial Commissions from the outbreak of the war up to March, 1901, numbered fifty-six. Amongst these were seven 2nd Lieutenants appointed upon the nomination of Lord Minto on January 7th and including Messrs. R. Wood, F. E. Leach, Allan Butler, Ronald Cockburn, J. H. Dwyer, W. R. H. Dann and A. N. Bredin. Later in the year Capt. J. H. C. Ogilvy was appointed to a Captaincy in the Gordon Highlanders.

There was something unusual in this appointment. Major-General Smith-Dorrien had selected Capt. Ogilvy for staff work, but the Gordon Highlanders—who had seen a good deal of him in connection with the Royal Canadians—were exceedingly anxious to have him in their regiment. The difficulties of direct promotion from a colonial force were got over by all the subalterns of the regiment signing a petition or request that he should be promoted over their heads. The popular officer was finally gazetted, despite the creation of a precedent which Lord Lansdowne disliked and which Mr. Brodrick afterwards accepted. Later in 1901, he was made a Major in the Constabulary and appointed Inspector of the Pretoria-Rustenberg District and a D.S.O. It may be added that Major Ogilvy's great-great-grandfather was Chief Justice William Dummer Powell of Upper Canada. In June Mr. Napier C. G. Cameron was appointed 2nd Lieutenant in the Imperial Yeomanry; 2nd Lieut. Garnet W. Denison, R.E., was promoted Lieutenant;

Trooper A. H. Roberts was transferred from the Canadian Mounted Rifles to the Army Service Corps as 2nd Lieutenant; and Major A. H. Van Straubenzie was ordered to Ceylon with the rank of Lieut.-Colonel. The following Canadian officers were also appointed to the West African Frontier Force: Captains J. Wayling and A. E. Rastrick, Lieutenants W. H. Gundry and W. P. Miller, and 2nd Lieut. R. D. Wigham. About the same time Capt. F. E. L. Barker was made Adjutant of the 17th Brigade, Royal Field Artillery, at Aldershot.

Canadian Honours to the Soldiers

Besides the popular reception to the Strathconas and members of the second Contingent, all the compliments within the power of the Government and the people were conferred upon the returning soldiers and officers from South Africa during the year. Nor were the men who had helped to equip and send away the Contingents forgotten. On January 2nd a banquet was given at New Westminster to returning soldiers of various Contingents and gold watches presented to G. B. Corbould, A. O. Lohman, W. G. Wallace, C. S. Leamy, J. Porter Smith, O. J. Wilkie and W. H. Brooking by the corporation and citizens. Following the banquet to Colonel Otter in Toronto at the end of December, 1900, came a dinner at the Rideau Club in Ottawa, on January 10th, to Lieut.-Col. Lawrence Buchan, his second in command. Mr. Berkeley Powell, M.P.P., presided, and amongst those present were H.E. the Governor-General, Major-General O'Grady-Haly, Capt. A. C. Bell, A.D.C., the Hon. F. W. Borden, Minister of Militia, the Hon. Mr. Mulock, Colonel W. H. Cotton and Mr. Justice Girouard. The chairman, in the course of his remarks, stated that after Col. Otter had been wounded, "Lieut.-Col. Buchan had command of the regiment for 31 days, during which time it was engaged over a dozen times and was present at the capture of numerous important towns, experiencing its hardest marching and fighting, viz., 284 miles marching and 11 days and 2 nights fighting." It was with Ian Hamilton's column, at this period, on his celebrated march toward Pretoria. At Zand River, on May 10th, Col. Buchan with 200 Canadians had held off a thousand Boers for a whole day. In his reply the guest of the evening was most eulogistic regarding the services of the officers and men of his regiment.

At London, on February 11th, an enthusiastic gathering in the Opera House cheered the local veterans, listened to their formal welcome home by Mayor Rumball, and witnessed the presentation of gold watches to 73 representatives of London's loyalty. The Mayor presented an eloquent civic Address, in the course of which he read the words: "You have been, to a greater extent perhaps than you think, nation-building: you have done more to bring this fair Canadian Dominion close to the heart of the Empire than could be accomplished by many years of statecraft." A few of the 73 soldiers mentioned had not yet returned from the front, but the bulk of them were present, including Lieut.-Col. L. Buchan and Capt. A. E. Carpenter. A personal welcome was given Capt. Archie

Becher by his fellow students of the Western Medical College at London, on February 19th, in the form of a reception, concert and the presentation of a massive silver loving-cup. New Edinburgh, Ont., welcomed twelve returning soldiers on February 20th with a reception, an Address and the presentation of a gold ring to each. Victoria, B.C., gave a banquet on February 21st to Capt. H. E. Burstall, the Rev. R. B. Blyth and the other veterans who had returned from the front. Messrs. J. H. Turner and R. McBride represented the Government, and Mayor Hayward occupied the chair. Chatham, N.B., held a great gathering on March 6th, presided over by Mayor Loggie, and presented gold watches to its five returning soldiers. Sergeant-Major Cox of the South African Light Horse was given a most enthusiastic reception at Maugerville, N.B., on February 9th, and a handsome gold and diamond locket. In Rossland, B.C., the six local volunteers from the front were entertained at a public reception, given watches, lockets and chains, and tendered an eloquent welcome home by Dr. Edward Bowes. Berlin, Ont., turned out to a man on August 6th to welcome Sergt. Quirmbach and to share in the public presentation of a gold watch, chain and locket to their representative at the front.

Major Septimus J. A. Denison, A.D.C. to Lord Roberts, returned to Canada early in the year, and was welcomed in London on February 22nd. In England on his way home he had shared with Major Hamilton Merritt the honour of a place in the funeral procession of the late Queen Victoria. Bonfires, playing bands and general enthusiasm were the characteristics of the reception accorded to him at the Wolseley Barracks. In an interview given to the *Free Press*, of the same date, Major Denison declared that "the gratitude and kindly feeling of the people of England towards Canadians have never been understood by us. There is very little, indeed, that Canada asked for in reason which she could not get to-day from the people of Great Britain." During the evening a dinner was given by "B" Company of the 7th Regiment, at which Lieut.-Col. Buchan, Major Denison, Capt. Carpenter and Sergeant G. R. B. Sippi were the guests of honour. At Charlottetown on February 24th, Capt. W. A. Weeks and other volunteers from Prince Edward Island were welcomed home at a reception where speeches were made by Lieut.-Governor McIntyre, Premier Farquharson, Chief Justice Sullivan, Mayor Warburton and others. On the following evening they were given a banquet, and, in the course of his speech, Capt. Weeks lauded the work of the British medical men and hospital corps during the campaign. Toronto welcomed Lieut. Churchill Cockburn, V.C., home on February 26th. A large crowd of citizens, the Governor-General's Body Guard and the students of Upper Canada College—of which he was a graduate—were at the station. Dr. G. R. Parkin, C.M.G., the Principal of the College, delivered a speech of welcome to its second V.C. representative —the first having been Lieut.-Col. Dunn—and other addresses were made. In the evening a large reception was given by Mr. and

Mrs. G. R. R. Cockburn in honour of the event. On March 7th the Governor-General's Body Guard gave a dinner in honour of the returned members of the regiment, at which Lieut. Cockburn was a principal guest. On May 6th the officers of the Regiment tendered a banquet to Lieut. Cockburn, V.C., Major Hamilton Merritt and Lieut. D. B. Warren. Lieut.-Col. C. A. Denison presided. A dinner was also given by the National Club to Lieut. Cockburn in honour of his winning the Victoria Cross. Later on he received a sword of honour from the city at the hands of the Duke of Cornwall and York.

In Hamilton, Capt. W. R. Ecclestone, who had served with marked distinction in South Africa as Chief of Staff of the Canadian Field Postal Service, was banquetted on February 28th. Mr. Adam Brown presided and amongst the speakers was Lieut. W. R. Marshall of the first Contingent. On the same evening Lieut. A. E. Swift, of the Royal Canadian Regiment, was dined at the Garrison Club in Quebec and presented with an Address and a gold watch and chain. In Montreal, Capt. R. Costigan of the Artillery was banqueted on March 8th, together with Surgeon-Major Wilson. A feature of the former's speech was his praise of Canadian horses; of the latter's, his belief that the Army Medical Corps had done all that men could do under difficult conditions. At Pembroke, on March 11th, Capt. H. J. Mackie was given a public reception, an illuminated Address and a gold medal by the citizens of the town, together with a banquet in the evening. In Quebec, Lieut. R. E. W. Turner, V.C., D.S.O., was greeted with a great public reception on May 10th. There were cheering crowds at the wharf and in the streets. He was officially welcomed by the Queen's Own Canadian Hussars, in which he held the rank of Major, and on the succeeding day a civic Address was presented with all ceremony. On May 16th he was banqueted at the Garrison Club, and during the Royal visit in September a sword of honour was presented to him on behalf of the city by the Duke of Cornwall and York. In June the final meeting of the Quebec Committee which had in hand a testimonial to the Rev. Father P. M. O'Leary for his well-known services as Chaplain of the first Contingent made their final report. The total fund collected was $3,600, of which Father O'Leary would only accept $500 for immediate wants on his return. Arrangements had been made by which the balance was given to certain charities, a small sum per annum being paid to the Reverend gentleman. On August 5th, Major T. L. Boulanger was welcomed home to Quebec by great crowds, a procession, fireworks in the evening and the presentation of an illuminated Address and costly watch. In St. John a sword of honour was presented to Capt. F. C. Jones, of the first Contingent, on October 18th, by the Duke of Cornwall and York on behalf of the citizens. In Quebec, Major Oscar C. C. Pelletier, of the first Contingent, was also given a handsome sword of honour, subscribed to by leading citizens and presented by Lieut.-Governor the Hon. L. A. Jetté. Meanwhile, official honours were being conferred upon

both officers and men. On January 1st the services of Lieut.-Col. De la C. T. Irwin, Secretary of the Canadian Patriotic Fund, were recognized by the receipt of a C.M.G. from the King. Early in the year it was also announced that four officers who had much to do with the heavy work involved in the despatch of the Contingents were to be promoted and that Lieut.-Colonels L. F. Pinault, D. A. Macdonald, W. H. Cotton and J. L. H. Neilson had been made Colonels. On May 31st a number of promotions in the Militia were announced as honours won by service in South Africa.

To be Colonel.—Lieut.-Col. C. W. Drury, C.B., A.D.C.
" " Lieut.-Col. Lawrence Buchan, C.M.G.
" " Lieut.-Col. F. L. Lessard, C.B.
" " Lieut.-Col. T. D. B. Evans, C.B.
To be Lieutenant-Colonel.—Major G. Hunter Ogilvie.
" " " Major W. G. Hurdman.
" " " Major O. C. C. Pelletier.
" " " Major R. E. W. Turner, V.C., D.S.O.
" " " Surgeon-Major A. N. Worthington.
" " " Surgeon-Major E. Fiset.
To be Major.—Captain C. M. Nelles.
" " Captain V. A. S. Williams.
" " Captain L. E. W. Irving, D.S.O.
" " Captain H. A. Panet, D.S.O.
" " Captain A. H. Macdonell.
" " Captain H. B. Stairs.
" " Captain J. H. C. Ogilvy, D.S O.
" " Captain H. C. Z. Cockburn, V.C.

Lieutenant-Colonels W. D. Otter and J. A. G. Hudon had been previously promoted.* In connection with services rendered in the despatch of the Contingents Captains Fred White, A. Benoit and P. Weatherbee were also promoted a step. Lieut. E. W. B. Morrison was made Captain. On August 12th, following, Lieut.-Col. S. B. Steele, C.B., M.V.O., was gazetted a Colonel; Majors G. E. Saunders and A. C. Macdonell of the North-West Mounted Police were made Lieut.-Colonels; and Capt. W. Forester was promoted a step in rank. Surgeon Lieut.-Col. the Hon. F. W. Borden, M.D., M.P., was gazetted Hon. Colonel of the Canadian Army Service Corps. On August 25th, Lieut.-Col. L. Herchmer, of the second Contingent was retired with the Honorary rank of Colonel and Lieut. J. H. Emsley raised a step in rank. During the year two veterans of the war assumed command of Militia Regiments—Lieut.-Col. R. E. W. Turner, V.C., D.S.O., of the Queen's Own Canadian Hussars at Quebec, and Lieut.-Col. G. W. Cameron, D.S.O., of the Royal Scots at Montreal. In connection with these various official honours some exception was taken to the fact that Major S. J. A. Dension, C.M.G., received no Militia promotion. The reason was understood to be that the Imperial nature of his services on Lord Roberts' staff was distinct from the more specific Canadian services which it was intended to honour. Strong

* It may be stated here that the military titles given in the text of this Section are those representing the rank which was held in South Africa and not the higher rank which many officers held in the Militia at home.

criticism appeared in the press regarding the matter; not the least of which were protests in the Toronto *Globe*, the London *Free Press*, the Toronto *Mail and Empire* and the Ottawa *Journal*. No public explanation, however, was forthcoming, nor was any promotion accorded.* Another incident of a similar nature was the claim that Lieut.-Col. J. A. G. Hudon had been overlooked in the distribution of Imperial honours. So keenly did he believe that men of lesser rank and lesser service had been distinguished over his head that he refused to accept the war medal from the hands of the Duke of Cornwall and York. In this latter connection it may be added, that the South African war medal, for which 21 clasps in all were alloted, was presented by His Royal Highness during his tour to a very large number of the returned officers and soldiers.

General Hutton and Colonel Hughes

One of the most prominent incidents of the South African war, so far as the internal politics of Canada were concerned, was the prolonged controversy between Major-General E. T. H. Hutton, C.B., in command of the Canadian Militia at the outbreak of the war, and Lieut.-Col. S. Hughes, M.P., who was largely instrumental in stirring up the earlier elements of Canadian public opinion in favour of active participation in the conflict. The matter was ventilated in the House of Commons, on February 25, 1901, in the form of a demand by Lieut.-Col. Hughes for the production of a large number of letters which had passed between himself and General Hutton and other officers. In speaking to the motion, he claimed that the Return which was brought down a year before was "incomplete, garbled and distorted," and that he had now no intention of attacking the late Commanding Officer, but was simply desirous of tersely and thoughtfully stating the facts. He commenced by describing the condition of affairs in Canada and South Africa at the close of the year 1899; the desirability and necessity of Canadian aid to the Motherland; the weaknesses of the British soldier in effectiveness and initiative which he believed to exist; and the consequent advantages of Colonial assistance. He declared that the dispute between himself and Major-General Hutton had arisen mainly over the latter's statement in private conversation that Colonial troops would not be capable of taking their place beside British regulars without three years training and only then under the command of British officers. He asserted that in the original Return private letters of his had been printed without the corresponding private letters from the General and quoted letters of his own to the same Commanding Officer which contained phrases such as this: "We have no love for those who imagine that Britain's greatness depends on officialdom, nor for those Britishers—'remittance men,' chance offspring and others sent out to the Colonies and too often placed in positions of trust which they are incapable of filling." In this and many other letters written before going to

* On March 5, 1902, it was officially announced that the brevet rank of Lieut.-Colonel had been conferred upon Majors S. J. A. Denison, C.M.G., and T. L. Boulanger and that of Major upon Capt. J. Cooper Mason, D.S.O., for services rendered in South Africa.

South Africa, or while there, to the General or about him, he had said much more in a similarly strong strain and now declared that he regretted nothing and retracted nothing.

Lieut.-Col. Hughes then discussed the history of his share in the despatch of troops to the seat of war. He stated that, at first, Mr. Tarte, the Minister of Public Works, was in favour of sending a Contingent and General Hutton was opposed to it and that the morning after he had given notice in the House of his motion regarding the war, the General had sent for him and positively forbidden him to speak on military questions without his permission. He made public the letters which had not been included in the original Return, and about which he had made many inquiries, together with various other communications to or by himself. They all indicated the same thing—a profound belief on the part of the Major-General that the applications of Col. Hughes for the command of a South African force and afterwards for permission to go in any capacity to South Africa were dictated by loyal motives but were expressed in forms and phrases inimical to discipline; and an equally profound belief on the part of Lieut.-Col. Hughes that he was being ill-used by a British military martinet who neither understood nor appreciated Canadian institutions nor Militia conditions. The application for permission to raise a force for active service had been sent concurrently to the Imperial authorities and to General Hutton and the Militia Department at Ottawa. For this alleged irregularity and the subsequent letters which the General deemed insubordinate, an apology was requested—first in private communications and then officially—but refused; and then on September 18, 1899, Lieut.-Col. Hughes wrote to various papers asking for volunteers in a corps which he was endeavouring to raise, by private initiative, for service in South Africa should war break out. He was at once advised that this undertaking was unauthorized and contrary to the Army Act. This he could not see and further correspondence followed including references by the Major-General to the "highly improper and insubordinate tone of his official communication" and on another occasion to "his ignorance of the elements of military discipline."

In the further course of his speech, Colonel Hughes asserted regarding the private correspondence which had been published in the Return that "General Hutton had distinctly stated that he had communicated this to me—a statement which was untrue." Matters came to a head, according to this narrative, on October 26, 1899, when the Major-General addressed a lengthy official letter to the Minister of Militia in connection with Lieut.-Col. Hughes' application for employment on active service in South Africa. In this communication he stated his appreciation of "the leading and patriotic part which Lieut.-Col. Hughes has taken in bringing the patriotic necessity for military service in the cause of the Empire before the Canadian people;" and then proceeded to express his inability to recommend such application because his correspondence had shown him to be "not only devoid of any proper spirit of subordination, but

also deficient in military judgment." He then recommended the removal of the officer in question from the command of his Regiment and his being placed upon the retired list. In commenting to the House upon this letter, Col. Hughes referred to the Government's announcement of a later period that the Major General was, himself, recalled because of "insubordination" to the Canadian authorities, and then proceeded:—

> I am going on 35 years a Canadian volunteer; I have been under a great many men in my time, and I have never been charged, directly or indirectly, with insubordination. My record as a volunteer and a soldier in Canada I leave to those whom I have served under. Not one will say that I ever refused to carry out an order. Although I have received orders given by my seniors in active service for which they had no authority, I nevertheless obeyed them. I carried out every order that General Hutton himself gave me, although I am free to confess that many of them were contrary to the drill-book and to common sense.

Finally, permission was given Lieut.-Col. Hughes to accompany the Canadian Contingent on the *Scandinavian*, although, as the Chief Staff Officer wrote in a letter to Colonel Otter: "It is to be clearly understood that this officer does not proceed in any military capacity whatever." The speaker declared that a similar letter was sent to the Commanding Officer in South Africa, and denounced it as "an impudent piece of meddling." After reaching South Africa, he received a despatch stating that the General proposed to recommend him for a captaincy in Strathcona's Horse, and a little later the General wrote the Minister of Militia, cancelling the paragraph in his letter of October, which recommended the removal of Col. Hughes from his Militia command, because he had "written a full and complete apology." The offer of any command in South Africa under that of a Regiment, the Colonel described in his speech as an insult, and to the apology he does not refer, except in this quotation from General Hutton's letter. He concluded his address by a reference to responsible government and the necessity of constitutional administration in Military affairs and with the following statement of opinion:—

> I wish to say, standing here, that it is my desire that the General Officer Commanding should be an Imperial officer, and I believe that if we paid that officer $10,000 a year, which is the pay of a Major-General in England, and is about what little New South Wales pays to her General Officer Commanding, we would get an officer to come out here to take command of our troops who would be a credit to the position and to the Empire. A man would not be sent here to be got rid of because he was cranky in the office in England, or to make use of the position as a stepping stone to some other position.

The Minister of Militia and Defence spoke very briefly upon the subject thus raised. He merely intimated that he had understood Lieut.-Col. Hughes to relieve his Department of any charges in connection with garbling the Return so often referred to, or with having published private letters improperly. He did, however, wish to say that the construction of Military rules and regulations to which they had listened would, in his opinion, if correct, make it very

necessary that the law should be changed "because it would be impossible to enforce military discipline, and our Militia system would be absolutely a farce." The House then adjourned. In South Africa Lieut.-Col. Hughes appears to have been a successful leader of the irregular forces which were placed under his command. He was mentioned in despatches by Sir Charles Warren. During 1901 he took occasion at times to write letters to the newspapers upon current topics affecting the war, and these epistles were always strong in language and entertaining in their style. In a letter to the Toronto *Telegram*, on December 3rd, he repudiated the rumour that he was seeking a place in the Contingent then leaving for South Africa, and declared that he would accept a secondary command under no Canadian officer. He had recently received informal suggestions from prominent British officers at the front that he should come over and help them round up the Boers. "Soon after that I wrote, unofficially, to Dr. Borden, stating that if a Mounted Contingent of fifteen hundred men or upwards, viz., a Brigade, were sent, I should be pleased to accept the command, provided, however, that I should have proper recognition regarding rank, and, further provided, that in South Africa, in the field, I should have an absolutely independent command, subject only to Lord Kitchener, or Major-General H. H. Settle, or similar superior soldier." No action upon this offer was taken further than an intimation that Colonel Evans had been appointed to command the new Contingent.

Parliament and the War

There were many other more or less important references to the war in South Africa during the Session of 1901. Sometimes they were merely passing tributes to the men and officers; sometimes the remarks took the form of debates. In the course of his speech upon the Address, on February 11th, Mr. Hugh Guthrie spoke in eloquent terms of the Canadian soldiers in South Africa. "Their powers of endurance under most difficult circumstances, their valour and steadiness on the field of battle, their willingness and their intelligence, have all been attested by officers high in the Imperial service. To say that Canada is proud of these South African soldiers is to put it in a very mild way. Day after day this whole country watched their career with critical eye; and day after day we became prouder of these soldiers. When they embarked for South Africa they took with them the honour of the whole country. It was pure and unspotted when committed to their charge. Through all their difficulties, through all their trials and privations, they have maintained it unsullied and inviolate." Mr. R. L. Borden, during the same debate, declared that "we knew when they left us they would be brave and true; we hoped they would be fortunate. They have fulfilled all these conditions." From time to time various inquiries were made of the Government as to matters of detail and policy, and perhaps the most important was that of February 18th, when, in answer to an inquiry made by Mr. Henri Bourassa, the Prime Minister stated that the Canadian Government had not been consulted by the Imperial authorities, nor

had any of its members, upon the South African question since June 1st of the previous year. "No member of the Canadian Government had offered any opinion on the matter." A few weeks later came the most important debate upon this subject during the Session.

On March 12th Mr. Henri Bourassa moved a Resolution in the House which deprecated the continuance of the war in South Africa, urged the recognition of the independence of the late Republics, and declared against the sending of further troops from Canada, or the enlistment of Canadian recruits for the South African Constabulary. His speech was a very long one and commenced with a summary of his position upon the part already taken by Canada in the war, a reiteration of his statement that this participation gave the Dominion a right to proffer advice upon its continuance, a statement of the privilege inuring in all British subjects of petition and remonstrance to the Crown. His premises then took a varied form. Mr. Chamberlain, in South Africa, had used Canadian flesh and blood and tears in order to enrich himself and his family and, at the Colonial Office, was now trying to centralize Imperial power at the expense of Colonial liberty. The British Empire was now approaching the latter stages of decay illustrated in the history of the Roman Empire during the days when plundering the world and worshipping brute force were the guiding principles of popular action. He quoted the statement of Sir Wilfrid Laurier on June 4, 1900, that "the Canadian Government had not been consulted as to future conditions of settlement, "and the further statement of the Premier on February 18, 1901, that the Canadian Government was not consulted, nor any of its members, by the British Government on the South African question, since June 1st last." He followed these quotations up by a statement from Mr. Chamberlain, made in the British House of Commons on August 7, 1900, to the effect that: "I have already made myself acquainted with the views of the Colonies of Canada and Australia in regard to the main points of the future settlement, and Her Majesty's Government are in complete accordance with them as to the establishment of a Government supported by a military force with the ultimate expectation of an extension to both Colonies of representative self-government."

Mr. Bourassa then proceeded to express the belief that the war fever was diminishing in England, that many little incidents which he quoted proved its decrease in Canada, that the London *Times* was not correct in assuming the French-Canadians to be in sympathy with the war, and that in the recent elections, so far as Quebec was concerned, the main issue between the parties was the question of who had the least responsibility for sending the troops to South Africa. The later opportunities for volunteering for the front with, as the speaker termed it, "full opportunities to loot cattle, to burn houses and farms, to steal clocks, mirrors, jewellery and money, to chop pianos just for the fun of it, to turn women and children penniless on the veldt at the mercy of barbarous and lustful natives,"

were not as fully approved as they would have been at an earlier period. This lessening of enthusiasm he endeavoured to prove by quoting the Toronto *Star*, the *Canadian Military Gazette* and the Montreal *Witness*. He went on to denounce the military spirit and the whole policy or practice of war and, coming to details, pointed out the way in which various French-Canadian constituencies had shown their opposition, in the late elections, to the sending of the Contingents to South Africa, and quoted such papers as *L'Avenir du Nord* (Lib.), *La Presse* (Ind.), *La Patrie* (Lib.), *Le Tribune* (Lib.), *Le Courrier de Hyacinthe* and *Le Monde* (Cons.), in support of his contention that Quebec did not favour the war policy of the Government in electing the candidates of Sir Wilfrid Laurier. The Government themselves he accused of lacking nerve and moral courage, and of playing a double game "with a certain timid and blushing indecency." Upon this issue of Imperialism, however, the Tories had been worse and had thrown themselves "soul and body into the abysses of sin."

The vote in Quebec did not imply a spirit of French domination or racial exclusiveness. "The French-Canadians did not vote for the Prime Minister because he was a French-Canadian; but they did not want to see him thrown down simply and solely because he was a French-Canadian." He quoted, as true, the remark of Mr. Tarte, in France, that 99 per cent. of the French-Canadians detested this war. "I affirm categorically that the strength of the Liberal vote in Quebec was largely increased by the anti-war feeling." The people, however, were not pro-Boers because they were anti-British, but because they believed the war unjust, and sympathized with a small nation struggling for independence. Mr. Bourassa concluded his speech by an eloquent eulogy of Great Britain as a country of peace and progress, of industry and liberty, and with a fierce denunciation of the men who had, he believed, led her into the present cruel contest. "This war and its bearing on British and Colonial concerns have led me to new and deeper study of British history, of British institutions, of British politics, of British character. And the more I have analyzed the vital parts and the solid limbs of that splendid body politic, its strong nerves and its rich blood, the wider has grown my admiration for Great Britain. I used to be a contented British subject, as most of our countrymen are; I feel now the full pride of British citizenship." His motion, stripped of its lengthy preamble, was as follows:—

> This House, therefore, expresses the hope and desire that His Majesty's Government will endeavour to conclude in South Africa an honourable peace founded upon the law of nations which guarantees independence to all civilized peoples; and upon the true British traditions of respect to all national and religious convictions and to the spirit of Colonial autonomy. This House further declares that there is no necessity for sending any more Canadian troops to South Africa, and that the enlistment of recruits for the South African Constabulary should not be allowed to take place in Canada.

Sir Wilfrid Laurier, in replying to this speech, expressed surprise that a persistent opponent of sending troops to South Africa should now urge the sending of advice to England. "He would not fight for

the cause of England, but he is now willing to sit at the Council board in discussing the cause of England." As to the abstract right and privilege of tendering advice and making representations to the British Government he was quite in accord with Mr. Bourassa. He also agreed with the conclusion that there was no necessity of sending further troops to South Africa—but for a different reason—because the war was over. What remained was merely a guerilla contest. As to the enlistment of recruits for the Constabulary, he was of a different opinion. "If there are men in Canada who—I care not for what motive, whether high or low, whether dignified or undignified, whether because they desire to get a living, or from a spirit of adventure, or from the nobler impulse of fighting for their Sovereign —wish to take service in the South African Constabulary, on what principle should a Canadian Government interfere to prevent their liberty being so exercised?" They were British subjects with the right and liberty of serving the King. Upon the wider and more important proposal to urge the British Government to grant independence to the late Republics, he took direct issue with the motion and the speaker. He deprecated the unfairness and injustice of the speech toward the British Government, and denounced the policy of Messrs. Kruger and Steyn which had been responsible for the ruined farms, the closed mines, the impoverished people and the untold miseries of the war. "These men appealed to the God of battles, and the God of battles has pronounced against them. They invaded British territory, their territory was invaded in turn, and it was annexed to the British domain in consequence of the terrible logic of war." He traced the political history and origin of the war, and laid special stress upon the later Boer efforts to annex British soil and their issue of proclamations to that effect. He denied that the British Government was, in any way, responsible for the struggle, and quoted letters written by Chief Justice de Villiers indicative of Boer aggressions and local tyranny. In the name of humanity and civilization, there was but one future for South Africa, and that was in a great Confederation of its countries under the British flag. The Dutch had been conquered, but "I pledge my reputation and my name as a British subject that if they have lost their independence, they have not lost their liberty."

Mr. John Charlton expressed extreme regret at the assertions of Mr. Bourassa regarding the conduct of British troops at the front. "I believe the conduct of the British troops in South Africa has been marked in the highest degree by kindliness, by abstaining from outrage and violence and, so far as the laws and the necessities of war would permit, by respecting the rights of combatants and the inhabitants of the country." As to the popular feeling concerning the contest, both here and in England, he believed that effusive enthusiasm had been replaced to some extent by grim determination. The result would be the same. So far as the future was concerned, Great Britain intended to give the conquered Republics the same liberties and rights as were accorded British subjects here in Canada.

But the only way to bring this about now was by the subjugation of the Afrikander element, once for all, and the teaching of the fact that British equality and liberty can only be obtained by the total cessation of disloyalty and hostile combinations of racial aggression. Mr. Charlton then traced at length the history of South Africa and the origin of the war, and concluded by declaring that "it is a matter of the most vital importance to Canada that England and all her interests shall be maintained inviolate. The integrity or the glory of this Empire is our individual interest. We have a sentimental interest, but speaking from the low standpoint of material interest alone, we cannot afford to see Britain's career in Africa, or in any other part of the globe, hampered or made to fall."

Lieut.-Col. S. Hughes followed in a stirring defence of British troops in South Africa. From personal experience he denounced the falsehoods written and spoken about the conduct of the soldiers, and quoted several cases of the most obvious fabrication. He spoke of the difficulties faced by the British armies, and of the 95,000 Boers in the field entrenched behind natural fortresses and kopjes which would not have made 600,000 men more than a fair number for the attacking forces. "Little disasters did occur, as will occur in any war, but in the history of the world the qualities shown by the British army in South Africa have never been exceeded. . . . The fighting qualities of the British soldier and the general success of the British arms have never been surpassed, when we consider the difficulties under which the troops laboured." The speaker declared that very many of the Boers were loyal, and some had fought manfully for the British flag in South Africa. He concluded by stating that Mr. Bourassa would command the respect of the House by retracting the "foul slanders" which he had cast upon the British soldiers at the front. After brief speeches by Mr. Jabel Robinson and Mr. R. L. Borden, the Resolution was voted down by 144 to 3—the latter being Messrs. Henri Bourassa, Charles Angers and Dominique Monet. On April 15th, a discussion took place upon the condition of the Militia, and the Hon. William Ross took occasion to deprecate any feeling of overweening pride in Canada's contribution to the war. "We all rejoice at what has been achieved by the small number of officers and men whom we have sent out there. They have shown what our military men can do in comparison with those of any other country." But it was well to remember how many more troops Australia and New Zealand had contributed than Canada. On March 13th preceding, Canada had 117 men in South Africa and the Australasian Colonies 4,217. Lieut.-Col. Hughes took the same line of thought. Out of every ten thousand of population New Zealand sent 27 men to the front, Tasmania 17 and Canada 5. "I also wish to be placed on record as stating that throughout the whole of the South African trouble there were no troops, Imperial or Colonial, who could in any sense surpass those from New Zealand and Australia." Their success was due, he thought, to the individuality of the officers.

In the Senate, on February 11th, the Hon. J. V. Ellis made an

interesting reference to Canadian soldiers who had been at the front. He thought there was more in the matter than defence of the Crown and the Empire, important as that was. "The people saw in the attack which was made upon the authority of Great Britain in South Africa an impeachment of the principles of British liberty itself and they rose, not because they thought there was danger, so much as because it became an undoubted duty to stand by those privileges and to show that we who were born and bred under British authority, we who came here from the British nation, we who enjoyed the benefits of the Canadian constitution and the liberty of Canada, were fully aware of what those blessings were to us and that in whatever part of the world they were assailed by men who owed allegiance to Britain it was our duty to come to the front and to take up arms and stand by the Imperial authority." The Hon. Lyman Melvin Jones followed and expressed his pride in what Canadians had done in South Africa. "There, on the veldt, Canadian-Englishman, French-Canadian and Irish-Canadian fought for Queen and country, and this fact ought to indicate to us and tell us in the plainest terms that Canada as a nation, made up as it is of various peoples, is still entirely Canadian and that no question should arise as to the loyalty of any of our people."

Incidents of Canada's Participation in the War

Various minor incidents of interest occurred during the year in this general connection. In January a letter was published in the papers from Lieut.-Col. G. F. R. Henderson, of the British War Office, stating that he had been appointed the official historian of the war in South Africa and inviting the loan of letters, diaries, sketches and regimental records for the purposes of his work. A letter, dated February 8th, from Sir Charles Tupper, was made public stating that, in connection with the insurance of $1,000,000 effected by himself upon the lives of members of the first Contingent, thirty-one policies of one thousand dollars each had been paid. He gave the names and expressed the desire that any heirs or relatives experiencing difficulty in making good their claims against the Ocean, Accident and Guarantee Company would communicate with him. Late in January Colonel Otter published his official statement of the receipts and expenditures in connection with Red Cross Society contributions to the first Contingent. The total sum received was £1,441, or $7,205, and this had been mainly expended on drugs and additional food, and tobacco and supplies for the men together with additional boots and clothing and grants of money to men left in various hospitals. On February 28th, the Hon. Mr. Costigan introduced a measure in Parliament which ultimately became law and which incorporated the Canadian Patriotic Fund with H.E. the Governor-General and Lady Minto, Sir Wilfrid Laurier, Sir Charles Tupper, Lord Strathcona and others as the Corporation. The receipts up to the beginning of the year had been $336,000 and the disbursements in the neighbourhood of $30,000. In this connection a Patriotic concert was held at Dawson City, in the Yukon, on February

15th, and $1,320 collected for this Fund. A meeting of the Transvaal Fund Committee, of St. John, N.B., was held on March 1st, and the total subscriptions for the first Contingent were announced as $17,557 and for the second as $8,796. Of the total sum the Provincial Government had given $5,000 and the St. John City Council, $2,000. There was a balance of $1,941.

One of the curious occurrences of the year was the discussion which arose out of a letter written to the Ottawa *Citizen*, on January 2nd, by its Editor, Lieut. E. W. B. Morrison, who had served in the war with the Canadian Artillery. In this letter the writer referred to various incidents which had come under his notice, in the form of a dairy, and the events described gave a rather gloomy colouring to the inevitable evils of war. The Ottawa correspondent of the New York *Sun*, a well-known anti-British paper, took a number of paragraphs from this letter, garbled them by adding and omitting words so as to make the article a condemnation of British soldiers and the conduct of the war and sent them to his journal. They were duly published on January 7th, copied into the Manchester *Guardian* and other pro-Boer papers in England and finally incorporated in a leaflet for distribution by the South African Conciliation Committee. The garbled version was first questioned in England and then repudiated by Lient. Morrison. Finally, the *Sun* investigated the subject, re-published the original letter, apologized to the writer and dismissed its Ottawa correspondent. Various English papers commented upon the subject and the London *Chronicle*, amongst others, published Lieut. Morrison's denial of the garbled version of his views. For a time the topic was somewhat widely discussed as showing the means and methods by which pro-Boer papers obtained their "facts."

Early in January the proposal was made in certain quarters and approved by the London *Daily Mail* and the Montreal *Daily Star* that Sir Wilfrid Laurier should be invited to act as a Commissioner to arrange terms of peace with the Boers. As the latter paper put it on January 7th: "He is a living exemplification of the absolute freedom and equality of all races and all creeds under the British flag." Nothing came of the matter, however, except an interesting discussion. The Winnipeg *Telegram*, upon the same date, urged that Parliament should provide pensions for those Canadians who had been incapacitated by wounds or disease in South Africa from earning their living. On August 31st the Vancouver *Province* paid a notable tribute to Hon. Dr. Borden as Minister of Militia. It declared him to be, in this connection, the most efficient Minister Canada had yet had. He was "the only Minister of Militia since Confederation who has been able to carry out Militia reforms and to aid native enthusiasm." The duties of the war had been carried out with "celerity and thoroughness." In March the visit of Mr. Frederick Villiers, the celebrated war correspondent, created considerable attention in Canada and his lectures at Toronto, St. Thomas, Kingston, Guelph, Winnipeg and various other places were heard

with interest. A notable feature was his appreciation of the British hospital system and his earnest defence of Lord Methuen—with whom he had been during his eventful series of battles.

There were a very large number of lectures delivered during the year upon the war. Mr. T. F. Best, who represented the Young Men's Christian Association with the first Contingent; Messrs. Frederick Hamilton and John A. Ewan, who were representatives of the Toronto *Globe* at the front; Mr. L. W. R. Mulloy, the brave private who lost his sight; Mr. Stanley M. Brown, the *Mail and Empire* correspondent, and others, spoke throughout the country. On March 11th, Capt. R. K. Barker, who had been so popular and successful an officer of the first Contingent, spoke at Peterborough upon the war as he had seen it. On December 17th, Col. F. L. Lessard, C.B., addressed the Canadian Military Institute in Toronto on the lessons of the war as he understood them. He deprecated the tendency to decry discipline and training which was now prevalent. "The training of the future should combine the individuality shown by the Boers and the Colonials, with the power of acting in units and in the coherent fashion that only good training could produce." Obedience was still necessary, but to it should be added the power of thinking. He believed that the system of Mounted Infantry should be established in Canada. "I think our cavalry in Canada should be Mounted Rifles." He praised the British soldier highly, and declared that in spite of mistakes and lack of initiative he had performed many brilliant achievements. What he lacked the great armies of Europe also lacked. "While attached to General French, as well as in command of my own Regiment, I have been fighting with regular troops, and I cannot recollect one instance where regular troops did not come up to all that was expected of them."

Deaths at the Front

The list of Canadian casualties during 1901 were not numerous in comparison with the British list, but they were sufficient to make many a Canadian home sorrowful. Strathcona's Horse lost Privates E. Mackintosh, W. H. Nelles, C. B. Harris, M. Fernie and E. T. Hunter—all from disease. The Canadian Mounted Rifles lost, from the same cause, Troopers L. J. S. Inglis and N. Hughes, and the lamented Lieut. Sutton, who died on his way home on January 6th. Of the 23 men in the South African Constabulary who died or were killed up to October 21st, the names are given elsewhere. The most conspicuous loss was that of Major Howard, who was killed on February 17th. With him in the Canadian Scouts which he had commanded, and who were killed or who died from wounds during the year, were D. J. McGregor, D. B. Hammond, J. A. Paterson, R. J. Northway, F. C. Douglas, F. Davidson and J. Black. The death of Major Howard created wide comment and interest, because of his well-known bravery and his record in the North-West Rebellion of 1885. Originally an American, he had taken the oath of allegiance shortly after his services in the North-West, and had been one of the earliest and most anxious volunteers for South Africa. There his reputation for

daring soon became widespread, and he was eventually, on the return of the Mounted Rifles, given command of a hundred men, six Colt guns and a pom-pom, with the local rank of Major. In Canada he was mourned by a host of personal friends, and in Africa Lord Kitchener referred to him in despatches as a "very gallant officer." The stories told of him by Col. Cartwright, Col. Cotton, Sergeant Holland, V.C., Colonel Lessard and other officers and troopers who knew him in the field, indicate that he was beyond all doubt what General Alderson termed him, "One of the pluckiest men he had ever seen." Intelligence was received in April of the death, in a skirmish, of Lieut. John Haliburton Laurie, son of the Major-General Laurie who was for many years a member of the Canadian Commons. He had been stationed for some time at Kingston with the Permanent Corps. Another Canadian was Lieut. George M. Skirving, of London (of the Imperial Yeomanry), who died of wounds on September 8th. Private Edward Compton Mackintosh, who died from fever on January 28th at Pretoria, was a son of the Hon. C. H. Mackintosh, of Rossland, and was much regretted in British Columbia. In October Private J. E. Pemberton, of the Canadian Scouts, a native of Halifax, was killed in action, and a little later Corporal Slean, of the Constabulary, was also killed in action.

Memorials of the War

Many movements were started during the year and some successfully carried through for the erection of memorials to the Canadians who had fallen in the war. Late in 1900—on December 18th—a meeting was held in Victoria with Mayor Hayward in the chair, at which, upon motion of the Hon. J. H. Turner, it was decided that the proposed Provincial Memorial should take the form of "a substantial and ornamental stone structure to be known as the Paardeberg Gate." Mr. Justice Martin, in seconding the motion, placed Paardeberg on a higher plane than the historic Canadian conflicts of Chrysler's Farm, Lundy's Lane and Queenston Heights. Mr. H. M. Grahame was appointed Secretary of an influential Committee and Mr. E. Crow Baker, ex-M.P., Treasurer. Various meetings were held, and the collection of funds proceeded throughout the year. At Woodstock, Ontario, a movement was started to erect a monument to the memory of Sergeant George Leonard, who fell at Zand River, and a considerable sum was collected by means of ten cent subscriptions. In Montreal a meeting was held on February 23rd at which it was decided to amalgamate the fund which had been collected for the erection of a statue to Lord Strathcona with the other fund which had been raised for a monument to Canadian soldiers who had fallen in South Africa. It was understood that Lord Strathcona preferred some other form for the proposed compliment to himself, and it was found that the new organization would have $20,000 in hand for the combined project. Senator Drummond occupied the chair and amongst those present were the Hon. J. R. Rolland, Lieut.-Col. Cole, Lieut.-Col. Henshaw, Principal Peterson, and Messrs. F. L. Beique, K.C., F. Meredith, K.C., and R. Wilson Smith. The Rev. Dr. Barclay

delivered an eloquent address, in which he declared that their object was "to mark in some significant and signal way the juncture that arose about a year ago, the step that Canada took in the cause of the Empire, the emphatic declaration on her part, followed by action equally emphatic, that she was a constitutional part of the British Empire and intended to bear her share of the duties and responsibilities and intended to take her share of the honour." The war had been a most just and necessary one, and they now desired a worthy monument of the men who had died on the field of battle, or in other ways, for their country; of the men who had brought credit to Canada; and of the great Canadian who had equipped a regiment for the Queen's service at his own cost. A large Committee was named, the total sum of $100,000 suggested and a monument decided upon as the form of the memorial. The matter progressed slowly through the year.

During March a handsome memorial tablet was placed in the Medical Building of McGill University, through subscriptions from the students and in honour of Lieut. Harold Lothrop Borden, B.A., of the Canadian Mounted Rifles, and Gunner Edwin Patrick O'Reilly, B.A., of the Royal Canadian Artillery. On March 15th, in pursuance of a Resolution passed by the Canadian Club at Toronto, its President, Mr. W. E. Rundle, wrote to various Dominion and Provincial authorities suggesting the erection of a national memorial at Ottawa, the Government to provide a site and the amount to be raised by private subscriptions. He suggested further that "the monument should be not only a memorial of the men who have fallen, and of those who have bravely risked their lives in the cause of the Empire but should as well be made expressive of the most significant and gratifying feature of the war, namely the evidence it affords of the close and vital relations existing between the various component parts of the Empire." One of the replies received was from the Hon. S. N. Parent, Premier of Quebec, who strongly approved the project and expressed particular pleasure at the suggestion that such a memorial might be made to mark the unity of the Empire. He suggested, however, that the most suitable place for its erection was the Plains of Abraham. About one thousand dollars had already been collected in Quebec for a memorial of some kind, and this might be a nucleus for the larger sum, and the project, as a whole, be made to show that at the beginning of a new century the two races of Canada "joined hands and united together to give to our common Motherland of the present day the tribute of our most valuable energies and of our best blood." At St. John the *Star* newspaper took up the question of erecting a monument to local soldiers who had fallen in the campaign, and received a large number of contributions to a twenty-five cent fund which it started. The project was warmly endorsed by the St. John *Sun* of February 13th, and by the *Telegraph*. Mayor Daniel, as Treasurer, received various subscriptions to the fund during the year. In Halifax the matter of a memorial was taken up in April, 1900, by the *Herald* and pressed to a

successful issue by the co-operation of local papers and persons of influence. The sum of $6,500 was raised by subscription and $3,500 contributed by the Provincial Government and Legislature; the sculptor was selected in the person of Mr. Hamilton McCarthy, R.C.A., and the design of a monument twenty-five feet high with a shaft of red granite fourteen feet in height and representing certain scenes in which Canadians had shared, was approved. Those who were commemorated included Captain M. G. Blanchard, Lieut. H. L. Borden, Captain C. A. Hensley, Lieut. C. C. Wood and Privates Farrell, Defoe, Johnstone, Orman, Edgar, Purcell, J. J. Purcell, Julius Sievert and Ernest Zong. The foundation stone was laid by the Duke of Cornwall and York on October 18th.

Prince Edward Island took similar steps, and by the end of May, 1901, had $2,400 collected for the purpose of a local monument. On May 31st a memorial, signed by Mayor Warburton of Charlottetown and Messrs. Percy Pope and J. E. B. McCready, was presented to the Provincial Government pointing out the historic value of monuments; their influence upon a people's patriotism; the manner in which the honour of the country had been maintained by those who had fought and died for it in South Africa; the importance of the action taken in sending their sons to support the solidarity of the Empire on the battlefield. They asked for a one thousand dollar grant, and it was finally stated that six hundred dollars would be given. In Winnipeg, on February 18th, a life-sized portrait of Lieut. H. M. Arnold was presented to the city by the Operatic Society—an organization in which the late Major of the 90th Rifles had taken great interest. Mr. E. L. Drewry, Lieut.-Col. Ruttan and Chief Justice Killam spoke feelingly of the wide popularity and well-known gallantry of the late officer. On December following a beautiful memorial window was unveiled in honour of Lieut. Arnold at All Saints' Church. An eloquent address was delivered by the Rev. F. B. Smith, the Rector. On April 3rd a memorial tablet was unveiled at the quarters of No. 3 Company of the Victoria Rifles, Montreal, by Lieut. Henderson. It was in honor of Privates Henry Cotton, Cecil Herbert Barry, Alexander Richmond Kingsley, George Henry Bolt and Gerald Stewart Racey, and had the inscription: "They have not lived in vain who died for Empire, home and duty." At the Royal Military College, Kingston, on April 22nd, a similar memorial was unveiled by Lieut.-Col. Reade in honour of those from the College who had fallen in the war. They had well carried out, said Col. Reade, the motto of the College—valour, duty, truth. "By their death another link has been forged in the chain that holds the Empire together." To the memory of Corporal Filson, of Amherst Island, a mural tablet was unveiled in St. Paul's Presbyterian Church on September 5th. At Winnipeg, on December 8th, a portrait of the late Major A. L. Howard, D.S.O.—better known at "Gat" Howard—was unveiled in the officers' mess-room of the 90th Regiment by Lieut.-Col. Boswell.

Section IX—EDUCATION IN CANADA

Meeting of the Dominion Educational Association

This Association met at Ottawa on August 13, 1901, and, with Dr. J. A. MacCabe of the Ottawa Normal School in the chair, discussed various matters connected with the educational interests of the Dominion. It had been organized in 1901 with the primary object of securing uniformity in teachers' certificates in all the Provinces. The formal opening was held on the succeeding day, when Mayor Morris welcomed the Delegates on behalf of the city, and Dr. MacCabe spoke in reply, while brief addresses were delivered by the Hon. P. Boucher de la Bruère, Quebec, Superintendent of Public Instruction; Mr. D. J. Goggin, Superintendent of Education in the Territories; and others. Valuable papers were read in many of the departments. Principal Scott, of Toronto Normal School, upon Child Study; Inspector W. J. Summerby, upon Arithmetic; Principal Masten, of Odelltown, upon the Home and School as Co-workers; Mr. W. J. Robertson, of St. Catharines, upon the present High School courses; dealt with important subjects. On August 16th, Mr. John Millar, Deputy Minister of Education in Ontario, dealt with the "Educational demands of Democracy." An important address was that of Dr. J. M. Harper, Inspector of the Protestant Schools of Quebec, in favour of a Dominion Educational Bureau. The subject had been brought up and discussed at previous meetings of the Association, and a Committee which had waited upon Sir Wilfrid Laurier, headed by the Hon. G. W. Ross and Dr. MacCabe, had been received with much attention. They had no wish, said Dr. Harper, to in any way trench upon Provincial rights or control over Education, but to have a Bureau attached to one of the Departments at Ottawa, similar in many respects to that at Washington, and for the purpose of keeping the educational systems and arrangements and officials of all the Provinces, in constant touch with each other. The influences of such an institution, he continued, would be many and varied:—

1. It would improve, vitalize and co-ordinate the various systems of the Dominion.
2. It would have the definite function of collecting all documents referring to educational development throughout Canada, and the preparation of historical memoranda connected therewith.
3. It would supervise the issue of a yearly report containing statistics and facts concerning education throughout the Dominion.
4. It could supervise the preparation of a volume dealing with education in the other countries of the world for the benefit of Canadian study.
5. It would diffuse information in each Province regarding the finances, teachers, qualifications, grading of schools and general educational activities of the other Provinces.
6. It could make suggestions as to higher educational processes, and industrial, scientific and artistic training.
7. Its officers could have a most useful influence through public meetings, conventions, etc., throughout the country.

This proposal was strongly opposed by Mr. Boucher de la Bruère, speaking not only for himself, but for the Catholic Committee of Public Instruction in Quebec. Those who supported it were, he declared, antagonistic to the ideas of the majority of the people of his Province, and were wounding the feelings of those who were anxious to control their own schools under the constitution of the country. The particular body which he represented had recently passed a Resolution, upon motion of Mr. Justice Langelier and Mgr. Laflamme, declaring this policy to be "neither constitutional nor desirable." The Protestant Committee of Quebec had, he believed, expressed no opinion upon the subject. The plan was American in its inception, and originally developed out of a desire to centralize educational control in the United States. Such a design could not, and must not, succeed in Canada. But, if centralization of control where the constitution gave no control whatever was a bad aim, the underlying and final motive which he read in Dr. Harper's proposal was even worse. It was a desire to establish a national school system in Canada—cast in the same mould and fusing all racial and religious differences. Such was the ideal propounded in an address delivered by Dr. Harper, in October, 1899, and such, he feared, was the root of the present policy. The whole thing would be opposed to the feelings of the people in the Provinces; opposed to the spirit and letter of the British North America Act; opposed to the autonomy of the Provinces. No practical steps were taken in the matter.

The Manual Training Movement in Canada

Throughout the Dominion the subject of Manual Training was much discussed during 1901—largely as a result of the munificent gifts of Sir W. C. McDonald, of Montreal, to various Provincial centres for the purpose of its promotion. On January 8th, after describing the Manual Training School at Charlottetown, the *Examiner* of that place expressed the gratitude of its citizens to Sir William McDonald and their appreciation, also, of the services of Prof. J. W. Robertson who had acted for him in organizing their technical institution. "For those who are to be tradesmen," continued the paper, "whether working on iron or wood, the instruction, discipline and practice of the School must be of inestimable benefit." On the day following this Prince Edward Island comment, H. E. the Governor-General and Lady Minto visited Brockville in Ontario, and opened a more elaborate institution along similar lines—the McDonald Manual Training School which had been presented to that town by the same gentleman. In the evening, at a public meeting and reception, Lord Minto declared that Manual Training must play a considerable part in the future education of Canadians. "The system did not propose teaching a trade. It would give a chance to the boy of developing an aptitude which would afterwards make him a skilled mechanic." He spoke of the popularity of the system in England and of its complement, the teaching of domestic economy to girls. The Hon. Mr. Harcourt, Minister of Education, hoped soon to have Technical Schools at Stratford, London, Peterborough and Cornwall. Prof.

Robertson stated that Manual Training was now a part of Public School instruction in 16 Canadian towns, and was being taught to 6,000 students. Provision had been made for the training of 600 teachers in the subject.

Amongst the centres, which Sir William McDonald proposed to include in his general scheme of Manual Training Schools, was Toronto, and the Trades and Labour Council of that city held a meeting, on January 10th, to consider the subject. Mr. James L. Hughes, Inspector of Public Schools, was present, and, in an address, dealt at length with the matter. The reports of a Commission of Inquiry in England had, he said, shown that Manual Training made the children more alert, increased the intellectual faculties, made dull children bright and gave them a greater zest for their lessons. All countries now recognized the economic importance of the matter. "It made children productive and constructive." Sir William proposed to provide accommodation for sixty boys and to bring three trained teachers from England, and maintain them until the system was thoroughly tested. Messrs. D. J. O'Donoghue, R. Glockling and other Labour advocates opposed the plan on the ground that it practically involved the teaching of trades in schools to the detriment of the free mechanics outside. The members, as a whole, appeared hostile to the principle of introducing any Manual Training in the schools. On the succeeding day, Mr. John Seath, Inspector of High Schools in Ontario, wrote to the *Mail and Empire* dealing with the question at length. He pointed out the difference between three terms often used synonymously. Manual Training properly meant any instruction in hand-work designed to improve the powers of the mind and including domestic science and art. Technical education meant the same as the other phrase, Industrial education, and in its usual and limited sense involved the teaching of those who were to be engaged in the industries or commercial production in general. "The special object of Technical education is an economic one." Most manufacturers and educationists and thinking men, he thought, favoured the system.

The Toronto Public School Board, on January 15th, decided to accept Sir William McDonald's offer to defray for three years the expense of a system of Manual Training in connection with the Public Schools—including teachers, equipment and material used. Professor Robertson addressed the Board, and declared that the schools of Canada had been made "too bookish." The present proposal was not one for the establishment of either trade schools or workshops. "It was a training of the body by giving work for the hands to do though, of course, the mental results were very valuable." In London, England, there were 300 centres of such training. "General class instruction was given as to the character of the material to be used whether iron, or cordwood, though in this country wood was the most convenient. Then followed lessons in drawing, and the actua making of something by the pupil. The whole effort was to train t a general control and use to the body. The teacher never made an

part of the boy's model." On January 21st, a new Technical School was opened at Kingston by the Ontario Minister of Education. Mr. Harcourt pointed out how essential Manual Training and Technical instruction were in a land of mines and varied possible industries such as Canada. In England, the expenditure upon this system of education had grown from nothing to £944,000 in eleven years. Education must become more and more practical and industrial, though, at the same time, the culture of past ages must not be forgotten. At Summerside, Prince Edward Island, on January 29th, a McDonald Manual Training School was opened by Mr. R. C. McLeod amid many expressions of thanks to the donor—who was a native of the Province. On the succeeding day, a similar institution, intended by Sir William for the Province of Nova Scotia, was opened at Truro by the Premier, the Hon. G. H. Murray, and addresses were delivered by him and Prof. Robertson. Principal Dummell, the British Columbia Superintendent of the Schools there, stated, on February 10th, that the system tended to create respect for rough kinds of labour, to train to habits of order and exactness, to teach cleanliness and neatness, to develop self-reliance and teach dexterity of hand.

At Winnipeg, a Manual Training School, under the same auspices, was opened on February 21st, an address delivered by Prof. Robertson and earnest thanks tendered to Sir William McDonald. On March 5th, a deputation composed of representatives of some of the principal Boards of Trade in the Dominion and of the Dominion Trades and Labour Council waited upon the Government at Ottawa to present a Memorial asking for the establishment of a national system of Technical education. It was pointed out that the industrial production of the United States per capita was $143, while that of Canada was only $98.50; that the Dominion was paying millions every year to the superior artists and artisans of other countries; that this was as much a matter of Federal concern as experimental farming, mining, dairying or fish-hatching. Resolutions in favour of the proposal were read from the Montreal, Toronto, St. John, Winnipeg, Orillia, New Westminster, Berlin, Sherbrooke and Port Moody Boards of Trade and from many Trades and Labour Councils. A Royal Commission and a Minister of Industrial Education were asked for, and, in his reply, Sir Wilfrid Laurier dealt with the legal difficulties in the way. The Provinces had control of Education under the constitution. If the deputation could give further information as to the meeting of this condition, the Government would consider the matter.

In New Brunswick, a new and elaborately fitted up building was opened at St. John, on March 26th, in connection with the University of New Brunswick and for the purpose of teaching engineering, physics, chemistry and other forms of Technical education. Lieut.-Governor McClellan performed the ceremony, and a lengthy address was delivered by President Loudon, of Toronto University, in the course of which he pointed out that the higher technical training given in such an institution as this prepared men for work in the

construction of railways, canals and harbours and in the manufacture of engines, boilers and dynamos, of iron and steel, of chemicals, dyes and sugars. Writing in the *Canadian Magazine* of April, Professor Robertson described the system so far as it concerned the child. "The systematic training of the senses, of the hands and eyes, and obviously of the mind through them, are some of the objects of practical and manual instruction. Manual Training is a means of developing mental, more than muscular, power; and is not a short cut or a long step towards learning a trade." Another branch of the subject—the domestic training of girls—was treated of at some length in the Toronto *Mail and Empire* of February 16th, by Mrs. Hoodless, of Hamilton. She pointed out that all Sir William McDonald's gifts had been devoted to the helping of boys, and declared that the other element of Manual Training was just as important. In the best educational and technical institutions of Great Britain and the United States, which she had visited during the past five years, there were thoroughly equipped departments for the training of girls in domestic economy, and she urged that the subject should not be overlooked in Canada. A Technical School at Brantford—built out of local resources—was opened by the Hon. Mr. Harcourt, on May 13th. The same Minister delivered a lecture on the subject of Manual Training at Lindsay, on July 2nd, and this was followed by a local agitation for action along the lines laid down. It may be added here that besides the Manual Training Schools referred to above, Sir W. C. McDonald had previously established similar institutions at Westmount, Montreal, Waterloo, Knowlton and Bedford in Quebec; at Fredericton in New Brunswick; at Regina and Calgary in the North-West Territories; and at Victoria and Regina in British Columbia. The question was discussed in a general way in the Report of the Ontario Minister of Education which was issued early in 1901.

Education in Ontario

The Minister of Education, the Hon. Richard Harcourt, M.A., K.C., published his annual Report during February, 1901, with the statistics for 1899. The following summary of conditions may be given:—

Total School population	586,350
Total Public School registration	429,227
Number of Public Schools	5,654
Average attendance in Public Schools	243,325
Roman Catholic Separate Schools	352
Average attendance in Separate Schools	25,767
Protestant Separate Schools	8
Average attendance in Protestant Separate Schools	216
Number of Kindergartens	119
Kindergarten teachers	248
Average Kindergarten attendance	4,701
Number of Night Schools	16
Teachers in Night Schools	37
Average attendance at Night Schools	262
Male teachers in Public Schools	2,612
Female teachers in Public Schools	5,957
Teachers who had attended a Normal School	3,805
Teachers who had attended a County Model School	1,004

Number of High Schools and Collegiate Institutes.....	130
Teachers in High Schools.....	568
Pupils in High Schools	22,460
Amount expended for Public School Houses.....	$322,403
Public School teachers' salaries.....	2,776,641
Total amount expended on Public Schools..... .	4,020,048
Amount expended for High School Houses.....	43,213
High School Teachers' salaries.....	528,614
Total expended on High Schools	722,239

There was an increase during the year of 67 in the number of Public Schools, a decrease of $23,185 in the amount expended upon them and a decrease of 4,455 in the average attendance. The Roman Catholic Separate Schools showed an increase of seven in number and 129 in average attendance; High Schools showed a decrease of three in the number of teachers and 841 in the attendance. The total receipts for school purposes in 1899 was $5,202,718 and the expenditures $4,372,059. The former included $374,277 from Legislative grants, $3,509,059 from Municipal grants and assessments and $1,319,382 from the Clergy Reserve fund and other sources. In the High Schools and Collegiate Institutes there were some gradual changes noted which have a permanent interest. In 1867, 23 per cent. of the pupils studied commercial subjects and in 1899, 47 per cent. of the whole attendance was engaged in this direction. Latin decreased 5 per cent. in the period and Greek from 15 per cent. of the pupils to 5 per cent. In 1867, 38 per cent. studied French and none German. In 1899, there were 60 per cent. taking French and 25 per cent. studying German. "When High Schools were first established in the Province," observed the Minister, "their primary object was to prepare pupils for the learned professions and especially for the University. Although their original purpose has not been ignored, the course of study has been enlarged so as to meet the aims of pupils who intend to follow the ordinary pursuits of life." The occupations of parents sending pupils to these institutions were given as follows: Agricultural, 7,320; Commercial, 6,493; Mechanical, 6,237; and Professional, 2,410. After giving a variety of other statistics in his annual Report, Mr. Harcourt proceeded to deal in a general way with various phases of the educational position in Ontario and to express his views thereon.

At the annual meeting of the Hamilton Teachers' Institute, on February 22nd, interesting addresses on Education were delivered by Mr. J. H. Long, M.A., Dr. J. A. McLellan and the Hon. Mr. Harcourt. On May 17th, Dr. J. A. McLellan, the veteran Principal of the Ontario Normal College, was presented with an Address by the Class of 1900-01 in which his long services to Education in the Province were extolled. "You have watched the growth of our schools through many years and through your untiring energy and unerring judgment have contributed, we believe, in a very large measure, to the work of improvement and expansion which has raised the school system of our Province to the proud position which it now occupies." A portrait of the Principal was at the same

time presented to the Normal College. Considerable discussion took place in the press of Toronto, during the latter part of the year, as the result of certain charges made and figures abduced by Dr. John Ferguson. He claimed, in a letter to the School Board, read on September 19th, that the city schools were away behind other places in Ontario in the passing of candidates for the High Schools or Collegiate Institutes. The figures were fifty-five per cent. in Toronto; seventy-five per cent. in Hamilton; eighty-one per cent. in Ottawa; eighty-four per cent. in Kingston; eighty-six per cent. in London. Inspector J. L. Hughes replied at length, his main points being the fact that comparatively few Toronto pupils took a High School course; that examinations were not the best test of teaching or training; and that no comparison was possible between schools in this connection unless the same examiners were employed in all of them. Dr. Ferguson replied at length, while the *Globe*, of September 30th, expressed the opinion that the cause of this smaller percentage in Toronto might be due to the greater opportunities for boys to obtain employment.

The Ontario Educational System Discussed

On February 20th the Hon. Richard Harcourt, Minister of Education, introduced three measures in the Provincial Legislature. The first was an Act to consolidate and amend the Act respecting the Education Department. It provided for the appointment of a Consultative Council to aid the Minister of Education by advice and experience. The second was an Act respecting High Schools and Collegiate Institutes. In this measure previous Legislative enactments were consolidated. The action of Trustees appointed by County Councils to Boards of Education, where the towns are separated from the counties, was limited to purely High School matters. Boards were allowed to give retiring gratuities and allowances to aged teachers, and to dispose of bequests for educational purposes. High Schools were to be compelled to furnish the County Councils with detailed accounts of revenues and expenditures and, in case of dispute, the County Judge was to act as final arbitrator. The third was an Act respecting Public Schools. It included the revision of 1897 and the amendments of 1899. The most important matters were those relating to superannuation of teachers, the appointment of Assistant Inspectors and the teaching of agriculture in the schools. They all passed the House in due course. In the course of the debate on the Budget—March 12th—Mr. Whitney, the Opposition Leader, urged the necessity of change in the educational system of the Province. "The Public School system should be remodelled. The number of examinations, and the expenses of them should be lessened. The curriculum, a scheme of studies, should be so arranged that 95 per cent. of the children in the Province, who go no further than the Public School, shall there receive the best possible education suited to their needs and having regard, especially, to the fact that their education begins and ends in the Public School." Greater care should be taken, he thought, to prevent frequent changes in the text-books. "The High

Schools should no longer be practically given over to the instruction of pupils for the teaching profession." On April 10th Mr. Whitney moved the following Resolution :—

> That this House observes with anxiety the evidence of dissatisfaction in the public mind with the working and results of the educational system of the Province, and is of opinion that a scheme should be devised by which the system of the Public Schools may be remodelled, and, where necessary, widened and enlarged, with the view of affording to those pupils, whose education begins and ends in such schools, such further and increased educational advantages as may be practicable. This House is also of opinion that, among other desirable improvements in our educational system, there should be created a Consultative Council or Body, for the assistance of the Minister of Education, on which Council should be represented all the teaching bodies in the Province—the acceptance of the advice of such Council, however, to be optional with the Minister. And this House is also of opinion that steps should be taken to reduce the price of school books.

In speaking of this motion Mr. Whitney expressed the opinion that the present system had completely failed to achieve the objects of the distinguished men who had framed it. The time had come to change it, "so that the sons of the farmers and the artisans of the Province could obtain an education to fit them to earn their livelihood in the future." The present plan had in view, all along the line, the transference of the pupil to a higher institution—one which, in most cases, the pupil never reached. "The primary object of Public School education had never been this; the original had been for a training complete in itself." He maintained that the Consultative Council, which the Minister had proposed in a measure passed during the Session, was a feeble copy of what he had urged, and not a broad and representative institution. Mr. Harcourt, in his reply, declared that there was less dissatisfaction with the educational system in Ontario than there was in any country in the world. "In England, owing to recent legislation, the science schools were in danger, the continuation classes were being neglected, and about 56 per cent. of the teachers were uncertificated. No such charges could be made against the educational system of this Province." He thought the Ontario system should be judged by its results and the academic and professional standing of those who passed through its ranks. "The statement that 95 per cent. of the children never went beyond the Public Schools was not correct; 27 per cent. were now receiving a secondary education." The Minister then referred to some recent criticisms by President Loudon, of Toronto University, and declared that the latter had spoken without knowledge, and as a man who stood aloof from the Public School system of the country. He stated that changes in text-books were inevitable from time to time, and instanced the present need of a new geography to cover the alterations in the map of Africa.

Speaking in Toronto, on March 23rd, at a banquet given to him by graduates and friends of Queen's University, Kingston, Dr. John Watson, Professor of Ethics in that institution, referred to the necessity of the Universities working together to interest the people in the progress of higher education, and then dwelt upon certain reforms in

the Ontario system which he would like to see carried out. He thought the High Schools of the Province should teach French, German, Latin, Greek, Mathematics and a certain amount of Science. But to do this the average student could not continue to come in at fifteen and leave at eighteen years of age. "There should be a six-year High School course, beginning at the age of twelve." Some initial training in languages and elementary science and mathematics should be given in the Public Schools. He did not believe that the children were worked too hard at school. "The trouble was that children's brains did not get enough to interest them." What really did injure the children was deadening teaching and burdensome detail. All High School teachers should have a University degree and Public School teachers' qualifications at least as high as Junior Matriculation. About the same time as this speech was given, Dr. Watson contributed a series of papers on educational problems to the Kingston *Whig*, and in that journal, on March 30th, expressed himself as follows upon the general system of the Province:—

> We must always remember that a really national system of education must be so constructed that the children of the poor as well as the rich should have the opportunity of an "open career." It is, therefore, as I think, essential that the Public Schools should be in close connection with the High Schools, the High Schools with the University, and the University with the professional training needed for our clergy, lawyers, doctors, civil and mining engineers, chemists and others. These higher careers should be open to all, and our educational system should be, as far as possible, adapted to the production of the best type of each.

At the 40th annual meeting of the Ontario Educational Association, held in Toronto, from April 9th to April 11th, this general subject was discussed from varied standpoints. Mr. John Henderson, M.A., of St. Catharines—who was selected as the new President in succession to Mrs. J. L. Hughes—declared the defects of the High School curriculum to be "congestion, pretentiousness and change." Quality of work was too often sacrificed to quantity, mental discipline was not encouraged properly, and the student's knowledge was "crude, frequently vague, fragmentary and chaotic." The apparent symmetry of the present system he considered a defect. There was too much of a machine-like character about it. He charged the authorities with not knowing what a continuous High School course was. Mr. L. E. Embree, of Toronto, urged that the main function of High School work should be the fitting of pupils for the duties and responsibilities of citizenship and not for the professions. A higher standard should be encouraged for teachers. Mr. R. H. Cowley, M.A., declared the compulsory attendance law in the Public Schools to be a dead letter, and stated that statistics showed an alarming decrease in school attendance. "The Public School curriculum is entirely overcrowded, so that examinations have become the chief end and character; ideas and principles are being driven out."

Another branch of the subject was that of minors teaching in the schools and Mr. William Linton, of Guelph, stated that 40 per cent. of those in Ontario were under 21 years of age and that the number was

steadily increasing. An age limit should be established as in other professions. "Older teachers were better able to teach the virtues of moderation, steadfastness and modesty so necessary to the rising generation." Raising the limit of age would, he thought, improve the status of the teachers, make the tenure of office more secure, increase the emoluments and prevent teaching being used simply as a stepping-stone to other professions. He moved a Resolution in favour of 21 years as the age limit and this was carried by a large majority. On the succeeding day Mr. J. J. Tilley, Inspector of County Model Schools, read a paper dealing with these institutions and replying to a recent reference by President Loudon to their possible abolition. As to High Schools, since they took up the academic work of preparing teachers they had changed from being regarded as class schools for the wealthy and the public had increased the expenditure upon them from $348,000 to $729,000 in fifteen years while the attendance had grown from 11,843 to 23,301. They turned out more than teachers. In 1898, out of 6,481 graduates 499 had entered the learned professions, 1,050 gone into farming, 1,491 into business, and 1,436 (or 22 per cent.) into teaching. There were some defects in the Model Schools, however. Teachers holding third-class certificates were too numerous and the proportion was not improving sufficiently. The term was too short and instead of fifteen weeks should last from October to May. A Resolution was passed in this latter connection endorsing Mr. Tilley's view and urging the prolongation of the term to eight months. On April 11th Resolutions were carried, after some discussion, suggesting the elimination of history and literature as subjects of entrance examination into High Schools.

There were various other addresses made or papers read. Mr. John Millar, Deputy Minister of Education, urged in connection with the Public Schools, that there should be a better mode of distributing the Legislative grant; that a third-class teacher should no longer stand legally as high as a first-class teacher; that taxation in rural regions should be equalized; that school sections should be consolidated; that libraries should be established in rural schools; that free text-books should be accorded and the amount of home work given to pupils in graded schools should be lessened. He wanted free High Schools—not for the classes but for the masses. There should also be specialization. The Provincial University ought to be better supported by the Government. Mrs. J. L. Hughes dealt with the kindergarten plan of study and the place of the child in existing systems. "The study of the child is the most important branch of social investigation to-day." Prof. J. W. Robertson, of Ottawa, thought the school was absorbing the time and place which used to pertain to the home. The school counted for more than it did twenty years ago. He deprecated a condition of affairs in Quebec represented by the payment of 380 teachers at the rate of $7 a month. Mr. J. W. Robertson, of St. Catherines, discussed the question of Biblical teaching in schools. "It may be the spirit of the age,

whatever that shadowy thing means; but the great fact remains that a generation is growing up in Canada almost entirely ignorant of the greatest book or books ever given to man for his moral, religious and intellectual culture and development." He considered the doctrinal and historical difficulties in the way too great, however, to be overcome by those who would like to see the Bible taught in the schools. Principal Grant, of Kingston, suggested the following lines for improvement of existing conditions: 1. The adoption of a well-considered and general plan of Christmas promotions; 2. The reform of the text books, especially those used in Public Schools; 3. The radical simplification of the history, grammar, geography and arithmetic of the Public Schools; 4. The granting to local Boards of permission to introduce into the highest form of the Public Schools either French, or German, or both; 5. The abolition of three-fourths of the prose and grammar in the Greek, Latin, French and German of the High Schools and Institutes; 6. The reconstruction of the requirements for Junior and Senior Matriculation.

Speaking at Ottawa on May 3rd, the Minister of Education declared the old school system a good one, but "new times demanded new methods." He would like to see the doubling of the Normal School term and the abolition of the county Model Schools. On May 15th a deputation from the recent meeting of the Ontario Educational Association waited upon the Minister with the Resolutions passed at and by the Association. It was suggested that school boards should have a permissive power to appoint and pay truant officers; that Public and High School inspectors should deliver lectures to parents and guardians at least once a year; that the number of county Model Schools should be reduced and the term lengthened; that mineralogy and geology should be optional on the High School course; that where competent teachers could be secured and the Trustees desired it, the teaching of modern languages in the higher forms of the Public Schools should be allowed; that pupils might be admitted to the High School without examination upon the report of a Public School teacher; that no teacher under 21 years of age should be allowed to take charge of a school, and that those who were under this age should be employed as assistants with a distinction between qualifications, as in the High Schools; that salaries be graded according to certificates with a fixed minimum in each grade. Mr. Harcourt intimated in his reply that he was in favour of most of these proposals and that some of them were being slowly worked out, while others would take a longer time.

At the Ottawa meeting of the Dominion Educational Association, on August 13th, a paper by Mr. W. J. Robertson, of St. Catharines, was read, which criticised the entire existing system. He pointed out that grammar schools and academies had originally in view the preparation of young men for the learned professions and the giving of "a thin veneer of liberal education to the sons of the leading families of the Province." Since the High Schools had been thrown open to all classes the production of teachers had become

their main object. "What counted was how many teachers passed the University matriculation and the teachers' certificate examination." Then other changes had come. Languages were made compulsory and mathematics were not so much thought of. Arithmetic and grammar then came to the front. "The tendency now is to make matriculation as easy as possible." Another change was impending and the public were coming to the conclusion that the High Schools should help to train scholars in the needs of commercial and industrial life. But they were not equipped properly; they were loaded with a multiplicity of courses of study; their work was consequently inefficient and superficial. The establishment of technical schools; the lessening of the burdens of the present courses of study in High Schools, the elimination of the present false popular idea that the number of pupils passed by a teacher was the measure of his capacity, were the first improvements required. And then Mr. Robertson uttered a strong denunciation of the present system:—

> The whole profession of teaching in Ontario groans under the burden of a worse than Egyptian taskmaster. It is utterly weary of the perpetual tinkering with the courses of study. No one seems to be anxious to claim the parentage of these dismal changes, yet they are made. One sighs for the freedom, the crudeness, if you like, of the course of study in his early days. No doubt we are now more thoroughly organized, no doubt that more young people are getting a smattering of higher education, but one may reasonably doubt whether the educational factory of to-day turns out the men—men of thought and breadth and depth, men with a grasp of life and its affairs—that were the product of our schools and colleges fifty, forty, or thirty years ago.

Speaking at the Jameson Avenue Collegiate Institute, in Toronto, November 15th, Principal L. E. Embree, M.A., declared that the instruction in the Public Schools should be such that if the classes were well graded, the teaching well done, and the lists fair, ninety per cent. of pupils ought to be able to pass into the High Schools without special preparation or cramming. To read with expression, write neatly, spell ordinary words correctly and work elementary problems accurately, should be all that was necessary. The Public Schools, however, did not come up fully to their requirements, and he thought that something was due to the low standard of admission into the teaching profession.

The University of Toronto Question

The general position of this University, and its growing financial difficulties, were prominent subjects of discussion in the early part of the year. It was apparently felt in both political parties that a Provincial institution, of which Ontario had many reasons to feel proud, and which was practically controlled by the Government of the Province, should not be allowed to drift into any further financial complications. When, therefore, the Legislature met in February, the question became one for deliberation and decision. At the same time Principal Grant, of Queen's University, Kingston, pressed certain claims which that institution had for assistance from the Government, and this tended to complicate the situation somewhat. In an interview recorded by

the Kingston *Whig*, of February 22nd, this eminent educationist urged that his University was doing work which deserved Government sympathy and support as much as did that of Toronto University; that in England twenty-five University Colleges, in as many centres, were aided by the British Government; that monopoly, localism and sectarianism should not be interjected into the higher education of Ontario. He thought it possible that the Government might compromise by helping the Toronto School of Practical Science and extending the Kingston School of Mines. Meanwhile the friends of Toronto University were not idle. Alumni Associations were formed in different parts of the Province—notably at Picton, Napanee, Belleville and London. A meeting in Belleville for this purpose was held on February 27th, and the following Resolution passed :—

1. That we desire to put on record, in the strongest possible way, our conviction that the existence and prosperity of the Provincial University are absolutely essential to the educational system of this country, and that any condition of things which interferes with its efficiency is nothing short of a national calamity ;

2. That the annually recurring deficits in the University finances, notwithstanding the exercise of questionable economy, prove conclusively that the income has been utterly inadequate for the requirements of the rapidly increasing work of the institution ;

3. That the responsibility for maintaining the Provincial University in a proper state of efficiency rests upon the Ontario Government ;

We, therefore, urge upon the Government the necessity for making such an annual grant to the University as will reasonably provide for its requirements, and pledge ourselves to support in every possible way any action by the Government to this end.

On March 2nd an Association was formed at London for the County of Middlesex. President Loudon, of the University, in an address, stated that the University of Michigan, at Ann Arbour, had an income of $600,000, part of which was raised by a State tax. Principal Grant's policy he declared to be "an attempt to take down the denominational sign from the front door and place it on the side door." He stated that Toronto University had applied for aid in 1882, and again in 1900, and had received no satisfaction, while Queen's had received $6,000 in 1893, and $12,600 in 1894. Mr. Talbot Macbeth, K.C., was elected President of the Association, and a Resolution passed along lines similar to that quoted above. In the February number of the Toronto University *Monthly*, Prof. F. S. Maclennan, of Oberlin College, Ohio, stated that the University of Columbia had an income of $750,000 a year ; that of Chicago, $723,000 ; that of Harvard, $1,264,000 ; that of Toronto, $121,500. He came to the conclusion that for lack of means Toronto University was in an utterly inadequate position.

On February 27th, opportunity was taken in the Legislature by Mr. Richard Harcourt, Minister of Education, to speak at some length on this subject and to intimate that a definite scheme of aid to the University would shortly be submitted. He pointed out that during the past four years the deficits of the institution had aggregated $31,600 and that the University had not been "doing all the work

which its graduates and friends and the thinking public would expect it to do." The important departments of mineralogy and geology were lacking in equipment, a building was wanted in connection with the teaching of physics, a physical laboratory was required and general extension along the lines of industrial and commercial education was desirable. The Minister went on to describe the measure of suitable Government aid as being "exactly the measure of the needs of the institution." Such assistance would be generally beneficial. It would maintain a high standard of instruction in the Secondary and Public Schools, and help to produce more of a much-needed class—trained assayists, mineralogists, engineers, geologists—"men who would build bridges and tunnel mountains." Scientific teaching he regarded as more important now than the study of languages and polite learning. On the departments of mineralogy and geology the University now only spent $2,000 a year where similar institutions across the line expended $50,000. Mr. J. P. Whitney, while favouring assistance to the University in a general way, differed from Mr. Harcourt in believing that educational reform should commence at the bottom instead of the top. "The only way to build a house is to start with the foundations. There is no use endeavouring to impart the higher education to a people not already well grounded. The vast number of the youth in this Province will never go to the University, and, therefore, the first step to be taken is to improve the Public Schools."

Meanwhile, the graduates of the University, after organizing their Associations in different parts of the Province, sent representatives to Toronto, and, on March 13th, a very large deputation waited upon the Government. Dr. R. A. Reeve, President of the City Alumni Association delivered an address in which he claimed that the University belonged to the state as much as the Customs Houses or the Experimental Farms. The Rev. James Allen, Mr. P. W. Ellis and the Hon. S. C. Biggs, of Toronto; Mr. E. V. Clergue, of Sault Ste. Marie; Dr. Otto Klotz, of Ottawa; Mr. James Chisholm, of Hamilton; the Rev. W. H. Bradley, of Berlin, and Mr. John Campbell, of St. Thomas, also spoke. Mr. Biggs pointed out that the Government could find money for the material development of railways and pulp-mills. "Why not develop the men who are to manage these things." The Premier, in his reply, recognized the necessity of encouraging the scientific side of the University, deprecated the idea of the Government being expected to make the institution equal to the great Universities of Germany or Great Britain, pointed out that the financial resources of Ontario were not unlimited and concluded by promising aid in some form to be shortly indicated. Speaking in the Legislature on the preceding day, Mr. Whitney had referred in strong language to the condition of the University—its difficulties and limitations. He had then, as follows, outlined the Opposition policy on the subject:—

> The situation has at last become acute, and indeed intolerable. We must either support or abandon the University. We have arrived at the parting of the

ways, and we must decided whether we will go forward or drop back. Being convinced that the people of the Province are unwilling that the present condition of blight and mildew shall become chronic and permanent, we, on this side of the House, are determined that, so far as lies in our power, a remedy, immediate, permanent, and lasting, must be applied. We take the responsibility, sir, of insisting that the finances of the University be put on a sound, stable, and permanent footing, by providing such an annual payment as will fairly and fully meet the desires and propositions of those best able to judge of its necessities to-day, and that this be done forthwith.

Further, that as soon as reasonably may be, with a due regard to the financial ability of the Province and to careful outlay, appropriations for necessary buildings should be made, and, in order to ensure the due carrying out of this latter suggestion, it may well be considered wise and prudent to submit the question of buildings to a Commission of gentlemen who, from their standing and experience, may be trusted to arrive at a conclusion which will be satisfactory to the Legislature and to the people. Such a Commission need not be costly.

We further urge that in thus dealing with the University, the direct control of the Government over it be relaxed to a certain extent, so that the experience and judgment of the governing body of the University shall have more influence and power in the appointment of Professors and in the internal management of the institution than at present. The fees should be regulated so that the sons and daughters of the relatively poor may find practically an "open door" at the University.

On March 21st, Mr. Harcourt introduced into the Assembly "An Act to amend the Act respecting the University of Toronto and University College of Toronto." By this measure the scientific department of the University was given a sum estimated at $20,000 for the current year in addition to the sum which it already drew out of the previous Government grant for general University requirements. Land was also set apart for buildings for the mineralogy and geology departments and for an extension of the present School of Practical Science. A Board of Trustees was to be appointed to control financial and property matters and to keep them apart from academic or educational affairs. A Principal of University College was to be appointed distinct in function and position from the President of the University. Special provision was made for the possible entry of Trinity University into the federation of Colleges known as the University of Toronto, and a site was reserved for new buildings, should it decide to do so. Various minor matters of reform and re-arrangement were also defined and dealt with—the most important being the withdrawal of Government nominees from the University Senate—only the Minister of Education remaining an *ex-officio* member. In addition to the specified financial conditions of the measure it was announced on the succeeding day that a new building for the science department would be at once commenced at an estimated cost of $200,000.

These undertakings were not considered sufficient by the University authorities, and, on March 26th, an influential deputation headed by Sir William R. Meredith, Chancellor of the University, and by the Vice-Chancellor, Mr. Justice Moss, waited upon the Prime Minister. The Chancellor, in speaking, quoted Resolutions passed by the University Senate regarding the matter. They had protested against any legislation which did not recognize the general as well

as specific functions and requirements of the University; declared that the proposed measure did not afford "sufficient financial relief to prevent the recurrence of deficits immediately;" expressed the belief that a department of biology should be added on account of its important relation to agriculture, forestry, the fisheries and sanitary science; alleged that the proposed new building would be required largely for the purposes of the School of Practical Science, and suggested that "in order further to maintain the efficiency and provide for the proper expansion of University and College instructions there should be annually paid to the Board of Trustees an adequate percentage of the income derived from the (Provincial) Succession duties, which sum should form part of the permanent property of the University and the College under the Act." Principal Caven, of the affiliated Knox College, followed the Chancellor, and declared that there were many branches of study which were as important to the University and the Province as those of mineralogy and geology. He also urged the wisdom of setting aside the Succession duties, in part at least, for the use of the institution. Mr. Byron E. Walker estimated a deficit in the Arts department of $27,000 at the end of the next financial year, and expressed the hope that this side of the educational system would not be overlooked. Others spoke and, in reply, Mr. Ross said he would again consult with his colleagues in the matter. It was the general feeling of the University Senate as expressed at its meeting on the previous day, and repeated by members of this deputation, that at least $50,000 was required to relieve the institution of its difficulties.

A few hours after the Premier had listened to these arguments, the Minister of Education moved the second reading of his Bill in the Legislature. He went into details of the Government's proposals which included the assumption of expenses in connection with instruction in mineralogy, chemistry, geology and physics to the amount of $20,000 for the current year; an addition to the teaching staff which would involve $6,000 more of an expenditure; and the erection of a special building which would cost some $200,000. He expressed a strong belief that the connection of the University with the Province should be maintained, and spoke of the probability of Trinity University coming into the federation of Colleges. Mr. Whitney, who followed the Minister, denounced the high fees charged to students and spoke of some persons, in his own experience, who had been compelled to give up their efforts for higher education on this account. On behalf of the Opposition he declared that: "We think the time has come when the just demands of the University of Toronto should be met in no niggardly spirit and that everything the University asks in reason should be assumed by the Government of the Province in order that this deplorable state of affairs should be remedied." He expressed the opinion that the Government control was too direct and complete; that there were serious objections against all the teaching appointments being in the hands of the Government; that the speech just listened to from the Minister of Education was very

different in tone and character and hopefulness to that of a few days before; that if the University really required a larger sum than that promised by the measure it should be given; that "somebody other than the Government should have the appointment of all the teaching staff of the University; and that the shackles of Government control should be loosened without, however, destroying connection between the Province and the University."

Mr. Andrew Pattullo, though a strong supporter of the Government, declared that "the whole duty of the State lay with the elementary schools. Beyond that the duty became divided between the State and the individual." The High Schools should not be entirely free—only 3 per cent. of the population attended them and 97 per cent. went through the Public Schools. "It was not the function of the State to supply professional men but to supply those who desired to become such with the necessary facilities." He believed that the University had been liberally dealt with and that some of the demands made on its behalf were not in accordance with public opinion. He approved, however, of the proposed encouragement to scientific education and thought that Queen's University should also be assisted. The Premier then replied to the speeches made and objections raised. The Government had been generous to the University. A grant of $150,000 had been given after the destruction of its main building by fire and, quite recently, an annual grant of $10,000 to $12,000 had been set apart for its use. He believed the proposed grant would remove any danger of deficits in the near future. As to heavy charges they were smaller than in many heavily endowed American institutions and a general course only cost $52 a year. In the School of Science the fees averaged $75 as against $140 at McGill University in Montreal. He favoured State control and the Government's responsibility for appointments. He could see no present way of increasing the annual grant though there were many things he would like to have accomplished by the University—such, for instance, as the foundation of a Chair in Colonial History. The great point was to promote by education the industrial development of the community. Referring to the question of aiding Queen's University Mr. Ross declared that "they drew the line at aiding denominational institutions." But they would build up the School of Mining and Agriculture at Kingston, and "if Queen's is aided thereby all the better." The measure was then referred to Committee and on April 11th passed its third reading after an amendment moved by Mr. Whitney regretting that "the Government have not, in the Bill, taken steps to put the finances of these institutions on a sound, stable and permanent footing," had been rejected by 44 to 34 votes.

Speaking at the University Alumni Dinner on June 7th, following, Sir William Meredith expressed the opinion that the Government had "missed a great opportunity in not making a fuller and more ample provision for the University and University College." Under existing circumstances he deprecated the aid given to a sister University. With the assistance now afforded them there would still

be a deficit of $9,000 during the current year. "How can any Government expect that the work of this great University can be carried on efficiently with not even present needs being provided for —much less any provision for expansion." The Act itself was described as making great improvements in the machinery of the University government and as placing it more clearly than ever under the Provincial authorities and, therefore, in the hands of the people. Elections were now coming on and the Chancellor expressed his hope that the friends of the University would help to elect men who would support its just claims. At Ottawa, on June 19th, Principal Grant criticised this speech and claimed that absolute dependence on the Government by a University meant intellectual sterility; that there was room in Ontario for more than one State-aided institution; that geographical and local conditions deserved consideration in aiding higher education; that the Government should only help those institutions which were efficient and helped themselves.

Toronto University During the Year

Following upon the passage of the University Act in the Legislature, President James Loudon, M.A., LL.D., was confirmed in his previous position as head of the University of Toronto; Professor R. Ramsay Wright, M.A., B.SC. was appointed Vice-President; and Professor Maurice Hutton, M.A., was made Principal of University College. On April 17th the new Board of Trustees was announced as being composed of Messrs. John Hoskin, K.C., LL.D., Bryon E. Walker, Casimir S. Gzowski and J. Herbert Mason, of Toronto, together with Senator A. T. Wood, of Hamilton. A little later, on May 28th, the Toronto Board of Trade decided to establish a scholarship in connection with the proposed Commercial Course of the University.

The annual Commencement of the University took place on June 7th. His Excellency the Governor-General was present in order to receive the Honorary degree of LL.D., as was M. Louis Honore Fréchette, C.M.G., the French-Canadian poet. The Chancellor, Sir W. R. Meredith, presided and presented Lord Minto for his degree, while the Premier of Ontario did the same service for Dr. Fréchette—who was stated to have already received this degree from Queen's and McGill Universities. The degree of Ph.D. was conferred upon Mr. Francis Barclay Allan and that of Hon.M.A. upon Mr. Julius Rossin. At the dinner of the Alumni which followed in the evening, the Chancellor referred to the recent appointment of Mr. J. J. Mackenzie, as Professor of Pathology; to the election of Professor Irving Cameron, as an Honorary Fellow of the Royal College of Surgeons; to the fact of two graduates having received Fellowships in Cornell University; to the fact of another winning the Colonial Scholarship at the University of Liverpool. Early in the year, Mr. A. H. F. Lefroy, M.A., was appointed Professor of Roman Law, Jurisprudence and the History of English Law.

At the meeting of the University Senate in October, Vice-President Ramsay Wright was appointed to represent the institution at the approaching two hundredth anniversary of the founding of

Yale, and the names of those who had been elected to the Senate were announced. Those chosen by acclamation were W. R. Riddell, B.A., LL.B., K.C.; the Hon. W. P. R. Street, LL.B.; Dr. W. H. B. Aikins; Mr. I. H. Cameron, M.B.; Dr. J. M. Macallum, M.A.; Dr. A. H. Wright, B.A. and C. H. Mitchell, C.E.—all of Toronto, with the exception of Judge Street. The following were elected by the graduates in Arts of Toronto University: A. B. Aylesworth, M.A., K.C.; Professor Alfred Baker, M.A.; Sir John A. Boyd, M.A., K.C.M.G.; William Houston, M.A.; John King, M.A., K.C.; President Loudon; and Professor A. B. Macallum, M.A., M.B., Ph.D., all of Toronto; together with James Chisholm, B.A., and C. G. Snider, B.A., of Hamilton; William Dale, M.A., of St. Mary's; J. Lorne McDougall, M.A., C.M.G., of Ottawa. The graduates of Arts and Science in Victoria University elected A. R. Bain, M.A., LL.D.; the Rev. Dr. Carman; F. C. Colbeck, B.A.; J. J. McLaren, M.A., LL.D., K.C.; and the Rev. A. H. Reynar, M.A., LL.D.—all of Toronto. Messrs. John Henderson, of St. Catharines, and H. I. Strang, of Goderich, were chosen to represent the High Schools. President Loudon, Chancellor Burwash, of Victoria University, the Rev. Dr. Teefy, Professor Alfred Baker and Professor A. B. Macallum were appointed to represent the University and affiliated institutions on the Ontario Educational Council for the succeeding year. The number of students in Arts registered at the University of Toronto in the year 1900-1901 was 623; those registered in the Faculty of Medicine were 394; the number of registered students in the School of Practical Science was 231; those registered in Arts at Victoria University were 239—a total of 1,487 students.

Queen's University Kingston

This institution held a prominent place before the public eye during the year. On March 19th, Professor T. R. Glover, M.A., resigned to accept the Professorship of Latin at St. John's College, Cambridge. A banquet was given to him on April 5th with Professor Watson in the chair. His successor was Mr. W. J. Pike, B.A., (Cantab). The annual Convocation ceremonies of the Medical School in connection with the University were held on April 10th. Sir Sandford Fleming, the Chancellor, presided, and with him were Principal Grant and Dr. Fife Fowler, Dean of the Medical Faculty. After the presentation of medals and prizes the Dean Fowler scholarship was formally inaugurated in honour of the gentleman who had been actively associated with the work of the institution from 1854 to October, 1900. It was a memorial to his services established by the Faculty and graduates. On April 27th a list of 62 graduates was published and a many-columned list of passmen. Of the former Messrs. J. D. Byrnes B.A., W. A. Guy, B.A., R. Hunter, B.A., W. A. McDonald, B.A., and J. Wallace B.A. were made Bachelors of Divinity; 2 gentlemen became Bachelors of Science; 9 gentlemen and 2 ladies became Masters of Arts Forty-two persons took the degree of B.A.; 9 were medalists; 9 took University prizes; 17 took scholarships. On April 29th the students valedictories were delivered in Convocation Hall by Messrs. J. Mathison, M.A., James Anthony, M.A., and J. C. Murray, B.A., B.Sc. A

portrait of Professor N. F. Dupuis, M.A. was unveiled during the day by the Rev. Professor Ross, of Montreal, with an appreciative speech by Mr. J. R. Lavell, M.P. The annual Convocation was held on May 1st with Sir Sandford Fleming in the chair. The Honorary degree of LL.D. was conferred upon the new Bishop of Ontario, the Right Rev. William Lennox Mills, D.D., the Hon. David Mills, K.C., Minister of Justice, and Mr. Peter C. McGregor, B.A., for nearly thirty-years Headmaster of the Almonte High School. The Honorary degree of D.D. was also given to the Rev. Herbert Symonds, of Peterborough, the Rev. Ebenezer D. McLaren, M.A., B.D., of Vancouver, and the Rev. Francis Andrews, of Keene.

At the annual dinner of the Queen's University Society of Ottawa, on June 17th, a number of scholarly speeches were made. Mr. F. H. Chrysler, K.C., presided. In the course of the evening Mr. John McIntyre, K.C., of Kingston, described the assistance given to the University by that city as "niggardly and near-sighted;" the Rev. Dr. G. M. Milligan, of Toronto, referred to Principal Grant as an "administrative genius;" the Rev. Dr. Ross, of Montreal, expressed grave fears regarding the opening of Queen's to the public, and deprecated any increase of fees as dangerous. "The College had been so long associated with Presbyterianism, from which it had gained such a noble influence, that he feared the separation of College and Church would weaken the former." Other speakers were Principal Caven, of Toronto, Dr. H. M. Ami, Rev. Dr. Gordon, of Halifax, Sir Sandford Fleming and Mr. R. W. Shannon. During the late summer and early autumn there occurred the serious illness of Principal Grant, and the Royal visit to the University, together with the gracious compliment paid by the Duke of Cornwall and York in a private visit to the Principal's sick bed, and in the personal presentation to him of the C.M.G. The following extract from a message sent by Principal Grant, on October 4th, to the medical students of the University attracted some attention at the time:—

> For the sake of all that is noble and worthy take your profession seriously from the outset; quite as seriously as the students of Divinity take theirs. If you cannot do that, drop it, and seek some honest way of making a living. It is awful to think that men, women and children, should be at the mercy of irreverent and half-taught young doctors. I pledge myself that hereafter, for your own sakes and for the sake of humanity, I shall try to let no such student pass our examinations. God help you to lay this work to your hearts.

Several new appointments in the University were made during the year, in addition to that of Mr. Pike. Mr. John Marshall, M.A., was made Assistant in the department of English Literature, and Mr. John Sharp, M.A., in that of Philosophy; Mr. N. R. Carmichael, M.A., was appointed Associate Professor of Physics, and Mr. W. G. Fraser, M.A., of Mathematics. Mr. F. R. Sharpe, B.A., was made Lecturer on Applied Mathematics in the School of Mining, and Prof. Stafford F. Kirkpatrick took charge of the Chair of Mining, Engineering and Metallurgy, in the same branch institution. During the Royal visit, on October 15th, the Chancellor, Sir Sandford Fleming, presented the Duke of Cornwall

and York with the Hon. degree of LL.D., and the latter laid the corner-stone of the new Arts' Building of the University, to which the City of Kingston had recently voted $50,000. In the Address to the Duke a statement was made which was significant in connection with past and pending discussions: "Although originally established by the Presbyterian Church, the University has from the first opened its doors to all on equal terms, whatever their religious creed, and, at the close of the last century, proceedings were initiated with the view of making the constitution of the University as broad and undenominational as its practice had been. The University is thus a gift, a unique and magnificent gift from the Presbyterian Church in Canada to the whole people of the Dominion." During the year Mr. Gilbert Parker, M.P., of London, presented the University with a complete set of portraits, 88 in number, of the Governors of Canada, Acadia and Newfoundland, from the earliest times down to that of Lord Aberdeen. Others included, as being connected with Canadian history, were Cardinal Richelieu and Prince Rupert. At the opening of the Theological Faculty, on November 1st, Professor Watson read an interesting letter from Principal Grant to the students, of which the following was a paragraph: "Allow me one word of earnest warning. There is a religious dissipation and an intellectual dissipation, as well as grosser forms of dissipation; and probably the more refined the form, the more subtle and dangerous to the true health of the soul."

The important public question of the year, however, connected with Queen's University, was its entry into competition with Toronto University for a share of Government aid. In the January number of the *Queen's University Journal*, Principal Grant placed his position clearly before the public and handled the subject without gloves. He accused the authorities of the University of Toronto of narrowness; of too keen an anxiety to make money; of working for a time when there should be only one University in Ontario. Why not one Normal School, or one factory, he asked? "In Kingston is a University operated for more than half a century under Royal charter—the same authority as that under which Toronto now acts—with land, buildings and revenue representing more than a million dollars, voluntarily contributed for the noblest public ends. This University does almost the whole University work of Eastern Ontario, while it attracts students from the Dominion generally." It had, he claimed, been practically undenominational for twenty-five years, the Board of Management had during that period acted as guardians of a public trust, and no one of its members had been appointed by the Church. The Board considered that the institution should now be made national by statute, as it had long been national in practice. "It, therefore, asks the Government to take such share in the management of the University as they may consider necessary; to co-operate financially, in accordance with British practice in dealing with Universities and University Colleges, so that its work may be still more beneficial to the public, and to inaugurate in connection with it an annual public audit."

This claim of the Kingston University caused a wide-spread discussion throughout the Province, and, as it came into the Legislative arena through the Government's decision to render further aid to the University of Toronto, the controversy at times verged on a personal, as well as political, character. A compromise was finally effected by an increased Government grant to the Kingston School of Mining with a view to its taking up other branches of practical science. In the discussion the Toronto *World* took strong ground against any grant to an outside University, and on October 31st accused the Government of having killed the project of University Confederation by encouraging Queen's to keep its independence. It should have been left, "like Trinity and McMaster," to its own resources, and the question would have settled itself. The Toronto *Globe*, of March 4th, deprecated the attacks which were being made in some quarters upon Principal Grant, and pointed out that he had given his mind and heart and energies to Queen's, and had worked wonders with limited means. He had made the institution one of a very distinctive character, and he and his colleagues had always laid great stress upon freedom of teaching and discussion. The spirit and air of the place were conducive to enthusiasm and originality. Upon the specific point, however, the Liberal organ was explicit. "For the present it may be necessary that the resources of the Province should in the main be concentrated upon one University." As to the work of the University at Kingston, Prof. S. W. Dyde pointed out in the *Journal* of November 1st that a growing proportion of the teachers of the High Schools of the Province were coming from Queen's, according to a table which he had compiled from the Reports of the Minister of Education :—

University.	1897.	1898.	1899.	1900.
Toronto	284	283	283	294
Victoria	40	42	40	36
Queen's	64	69	84	100
Trinity	14	13	14	14
All other	7	7	7	8

By the extra-mural system of outside study and examination Queen's had registered 104 students in 1897 and 128 in 1900, and had thus taken additional work of a Provincial character. By its connection with the Kingston School of Mining, the Government had, he said, been compelled to recognize its University course as a satisfactory one so far as it related to the degree of B.Sc. The claim, in a nutshell, was that Queen's was now an unsectarian College and of service to the Provincial Government. Hence its right to share in Provincial grants for University purposes.

Trinity University, Toronto

Early in the year a number of changes took place in the staff of Trinity. The retirements of the Rev. E. W. Huntingford, Rev. E. C. Cayley and Rev. G. F. Davidson had left three vacancies and a general re-organization followed. Prof. G. Oswald Smith, of Bishop's College, Lennoxville, became Professor of Classics. The Rev. Dr. William Clark became

Professor of English Literature—retaining his Chair of Philosophy and having as Assistant Lecturer in English Literature, Mr. H. C. Simpson, M.A., of Oxford, and in Philosophy, the new Fellow, the Rev. E. L. King, of Manitoba University. The Divinity Faculty was placed in charge of the Rev. A. W. Jenks, M.A., B.D., of the University of Dartmouth, N.S., and the Rev. H. T. F. Duckworth, M.A., of Oxford with Mr. Richard Davidson, M.A., of Toronto University, as Lecturer in Hebrew. Mr. Barlow Cumberland, M.A., who had been Chairman of Convocation for the past four years, resigned about this time, and was succeeded by Mr. D. T. Symons, B.C.L.

On January 8th, the fifth annual re-union of the Clerical Alumni of the University was held, with Bishop Grisdale, of Qu'Appelle, in the chair. During his address of welcome, Provost Street Macklem expressed the strong hope that federation with the Provincial University would soon be accomplished on terms which would enable Trinity to continue the work of religious education and preserve its residential system for students. Later in the year the University Act of the Provincial Legislature held a clause, which it was contended, would greatly facilitate federation by placing disputed points under fair arbitrament. This was opposed by the University of Toronto, however, and another clause substituted which the Trinity *Year Book* for 1901 declared to have blocked further proceedings for the present. The death of Senator Allan occurred on July 24th. He had been Chancellor of the University since 1877, and had long been one of its greatest benefactors and friends. At the annual meeting of Convocation commencing on October 22nd, the question of a successor was dealt with, and finally the bodies concerned elected Mr. Christopher Robinson, K.C.,—grandson of the first Chancellor, Sir John Beverley Robinson—to the position. Of him the *Trinity University Review* declared in its December issue that "the most distinguished place at the bar of Ontario, if not in Canada, is his by virtue of hard work and unremitting attention to his professional duties, added to great natural abilities." There was general congratulation in the public press upon the appointment. At the same meeting of Convocation, Mr. D. T. Symons was re-elected Chairman, and at the ensuing public Convocation a large number of degrees were conferred including that of D.C.L. upon the Rev. R. H. Cole and Mr. W. F. Lloyd and the Hon. dregree of D.D. upon the Provost—the Rev. T. C. Street Macklem, M.A., LL.D. Professor Clark, in the course of an address, stated that the University had started the scholastic year with the largest number of under-graduates in its history. They had a new Provost and a new Chancellor, and they were beginning the new century well. Dr. Street Macklem, in his speech, declared that their object was to have Trinity stamp its impress upon Canada in the same way that Oxford and Cambridge had done upon England. They had a great ideal, but financial strength was necessary to support it. On October 26th, a public appeal was made by the Board of Endowment for the sum of $500,000. The subscriptions were to be conditional upon one-half of this amount being made up by

December 31, 1903, and the following were announced as already pledged:—

The Rev. Dr. Street Macklem	$5,000
James Henderson, D.C.L.	10,000
W. R. Brock, M.P.	10,000
E. B. Osler, M.P.	10,000
Lieut.-Col. H. M. Pellatt	25,000

During 1901 there were 20 B.A. degrees conferred in Course, 6 M.A. degrees, 1 D.D.S and 3 degrees in Music, 64 degrees of M.D., C.M., and 13 others, chiefly honorary.

Victoria University, Toronto

By the University Act of 1901, the electoral body in the Convocation of Victoria University was made permanent and was enlarged to include all graduates of the University of Toronto who, since 1892, had been enrolled at Victoria College in Arts. This constituted a body of eight hundred and seven graduates in Arts besides those in Law and Medicine who already formed one body with those of the University of Toronto. Through the Federation Act the graduates and undergraduates of Victoria were possessed of the same privileges and standing as those of the University of Toronto. It was announced in March that Dr. A. J. Bell had established a Scholarship in Classics worth $100; Mr. J. W. Flavelle one worth $75; Mr. A. E. Ames another worth $50. The annual Convocation took place on April 23rd, the Rev. Chancellor Burwash presiding. He stated that the past year had been one of the most successful in their history. They had one hundred and forty-two students in Divinity and the graduating class numbered thirty, of whom more than half were in Arts. A number of medals and prizes were formally presented to students by the Rev. Dr. Potts, the Rev. Chancellor Wallace, Mr. John Millar, M.A., and others. Certificates were given to twenty-four graduates in Theology and the degree of B.D. conferred upon Messrs. A. P. Addison, B.A., E. F. Armstrong, B.A., C. G. Corneille, B.A., E. W. Edwards, B.A., and F. E. Mallott, B.A.

The Hon. degree of D.D. was given to the Rev. Professor J. S. Banks, B.A., of Headingly College, England; the Rev. J. T. L. Maggs, B.A. (Lon.), B.D. (St. Andrews), Principal of the Wesleyan Theological College, Montreal; the Rev. James Woodsworth, Superintendent of Methodist Missions in Manitoba and the North-West. Principal Maggs, in addressing the students, described Theology as the queen of the sciences with a sphere which should include to them the study of economics and antiquities and a deep knowledge of Hebrew, Greek, Syriac and Arabic. Speaking at the meeting of the Toronto Methodist Conference on June 6th, Mr. J. W. Flavelle made some interesting allusions to what he considered the functions and place of such an institution as Victoria. "Primarily, as a Methodist I support Victoria College and her sister educational institutions in the country. As a citizen I support and have interest in the University of Toronto, in University College and in the school

systems of the country. If I have to abandon either one or the other I abandon the claims upon me as a Methodist for the claims upon me as a citizen." He deprecated the occasional jealousy shown by these two institutions toward one another. "There is no room for rivalry or competition between Victoria and University College except the rivalry and competition which arises from true merit." He was proud to be a Methodist and to discharge his obligations as such—"but a good Methodist should always be a good citizen." The institutions affiliated to Victoria College are the Albert College, Belleville; the Ontario Ladies' College, Whitby; the Alma College (for young women), St. Thomas; the Columbian College, Vancouver. The oldest and best known is Albert College, founded in 1854. At its annual Commencement on June 21st, Principal the Rev. Dr. W. P. Dyer was able to report an attendance of 287 students, of whom 145 were young men and 142 young women, and marked success in all departments. During the year Victoria University received some important accessions to its financial resources. From the H. A. Massey estate $150,000 was realized; from the Methodist Church Centenary Fund came $80,000; from bequests by the late W. E. H. Massey came another $50,000. Mr. Pelham Edgar, PH.D., Associate Professor in French, and Mr. J. C. Robertson, B.A., in Greek, were promoted during the year, respectively, to the position of full Professor.

McMaster University, Toronto

In May the retirement of the Rev. Dr. Albert Henry Newman, Professor of History and Civil Polity in McMaster University since 1881, took place. Writing to the *Canadian Baptist* of June 13th following, the Rev. J. L. Gilmour, B.D., of Montreal, referred to the great influence which Professor Newman's twenty years of teaching must have had upon the religious thought of Canada and then paid him a strong personal tribute. "His erudition is of an unusual nature. It has been my privilege to hear some of the men who stand in the very first rank among the church historians of the world; but I have always felt that McMaster had no reason to feel ashamed of her Professor of Church History." Professor Newman left to become head of Baylor University, Wato, Texas, and took with him a wide measure of respect and regard. His successor was the Rev. George Cross, M.A., B.TH., a graduate of the University. Toward the close of the year it was announced that Mr. A. C. McKay, B.A., Professor of Mathematics and Physics, was to retire in order to accept the position of Principal of the Toronto Technical School. What were described by the organ of his Church as Professor McKay's "boundless energies and great abilities," together with his personal qualities, had, however, made him so strong in the affections of his students that the earnest representations which came from those and other quarters finally induced a withdrawal of his resignation.

On December 19th the new Chapel and Library Building of the University was formally dedicated. Upon the platform were Chancellor Wallace and the members of the Faculty and Board of

Governors, Dr. Goldwin Smith, President Loudon, of Toronto University, Chancellor Burwash, of Victoria, Principal Caven, of Knox, Professor Clark, of Trinity, the Rev. Dr. B. D. Thomas, and Mrs. McMaster, the widow of the founder of the University. Speeches were delivered by many of those mentioned, and through Mr. D. E. Thomson, K.C., as spokesman, the name of the building was announced as "The Castle Memorial Hall," in honour of the Rev. Dr. J. H. Castle, first President of the College. In Moulton Ladies' College, an affiliated institution, important changes took place during the year in the retirement of the Principal, Miss Dicklow, and the appointment in her place of Mrs. James E. Wells, Principal of Harding Hall, London, Ontario, and widow of the late Professor Wells. Miss Jessie Dryden, B.A., a daughter of the Ontario Minister of Agriculture, at the same time was made Mathematical teacher in the College. Woodstock College, the union of which with the Toronto Baptist College in 1887 had constituted the Corporation of McMaster University, held its annual Commencement on May 31st with Principal McCrimmon presiding and Chancellor Wallace, the Hon. Mr. Harcourt, Minister of Education, Mr. A. Pattullo, M.P.P., Mayor Mearns and others present. Chancellor Wallace, in the course of his address, declared that Woodstock College must become the Worcester of Canada and pointed out its pioneer efforts in Manual Training made ten years before this time. It may be added that the enrollment of students at McMaster during 1901 was 192, and that the graduates in Arts numbered 33 and those in Theology 8.

The University of Ottawa

This Roman Catholic institution had a prosperous year in 1901 and was also the subject of some special discussion. On June 2nd a list of graduates was published which included five Licentiates of Theology—four of them from France and one from England; seven Licentiates of Philosophy; eight Bachelors of Philosophy; three with the degree of M.A.; five with that of B.A. There were 13 students who had passed the intermediate and a large number of matriculants. On June 19th it was announced that Mr. M. P. Davies, of Ottawa, and Mr. M. J. Haney, of Toronto, had each donated $5,000 toward the erection and equipment of the new Science Hall. At the same date the fifty-first annual Commencement took place and the Very Rev. H. A. Constantine, D.D., Rector of the University, spoke at some length. He referred to the inauguration of the Science Hall which had just been carried out; to the determination of the authorities of the University to care for the moral training of their students as a first consideration, with the belief that goodness was the best foundation for a solid intellectual edifice; to their desire that scientific instruction should be adequately treated and recognized; to their intention of inaugurating evening lectures on scientific subjects and opening the laboratories of the University to those who desired knowledge regarding chemistry, mineralogy, geology, etc.; and to their establishment of a high-grade Commercial course. Archbishop Duhamel, of Ottawa, and Archbishop Gauthier, of Kingston, were present and the

Honorary degree of LL.D. was conferred upon the Hon. Lawrence Geoffrey Power, Speaker of the Senate, and Mr. A. D. De Celles, F.R.S.C., Librarian of Parliament. The dedicatory ceremonies at the Science Hall were performed by the Archbishop of Ottawa.

During the year the Rev. W. J. Murphy, M.A., Professor of Astronomy, Physics and Mathematics, resigned his position and this gave the *Union*, of Ottawa, an opportunity, on June 29th, to bring forward a grievance against the University authorities and to declare that the lack of support from Ontario Catholics which was complained of, was due to the French complexion of the University staff. "Ottawa University must in future be either an English-speaking or French-speaking institution." A little before this the Rev. J. P. Fallon, B.A., B.D., Professor of English and also Rector of St. Joseph's Church—a most popular priest—had been transferred to Buffalo, N.Y. On August 10th, the *Union* returned to the attack and stated that "with French-Canadian teachers, ideas and ideals it is impossible for the institution to be in touch with the intellectual life and aspirations of English-speaking Catholics." In the Ottawa *Free Press*, of August 5th, Mr. L. E. O. Payment, B.A., a Quebec City graduate of the University, defended its position at some length. He stated that during fifteen years prior to 1893, the lay Professors in the Commercial Course were all English-speaking men; that from 1893 to 1898 the only French-speaking teacher in this Course had been himself; that French clerical Professors were never placed in charge of an English class; that while English studies had been left entirely to teachers of English tongue, an Irishman had lately been appointed Professor of French in the person of Mr. Day; that in the Collegiate Course, though the Professors were mostly graduates of the University and thoroughly acquainted with English, yet the English classes were taught by English-speaking men like Professors Horrigan, Fallon, Kirwin and McGirty.

Wycliffe and Knox Colleges

Wycliffe College, an important Anglican institution in Toronto, celebrated its silver jubilee in 1901, and this fact added interest to the annual opening exercises of October 2nd. Mr. N. W. Hoyles, K.C., the Chairman of the College Council, presided, and with him on the platform were Principal Caven, of Knox College, Principal Hutton of University College, the Rev. E. J. Armitage of Halifax, the Rev. L. Norman Tucker, of Vancouver, and Principal Miller, of Bishop Ridley College. In his address the Principal, Dr. Sheraton, stated that the enrollment in the College for the term just ending was larger than in the past year. Two friends of Wycliffe, whose names he was not at liberty to announce, had recently donated Scholarships. He expressed an earnest desire to see the missionary spirit cultivated amongst the graduates of the College. The Rev. Professor Plumptre, late of Oxford, and who had recently been added to the staff of the College, also spoke. On the following day the Alumni Association of the College held its annual meeting with the Rev. J. O. Miller, of St. Catherines, in the chair. Amongst those taking part in the discussion of this and the

succeeding day were the Rev. Canon Sweeny, the Rev. F. H. du Vernet, the Rev. L. N. Tucker, of Vancouver, the Hon. S. H. Blake, K.C., the Rev. C. C. Owen and Principal Sheraton. Mr. J. C. Crisp, of Nova Scotia, was elected President. There were during the year 29 students in constant attendance upon lectures; the buildings were stated to be complete and free from debt; and the Endowment Fund had reached the total of $100,000 while the annual Maintenance Fund subscribed was $6,000. Unfortunately, the annual statement pointed out that the College investments realized less than two-thirds of what they had previously brought and it was announced that in order to meet the increasing demands upon the College an Endowment Fund of $150,000 and a Maintenance Fund of $9,000 were needed.

Knox College, Toronto, a leading Divinity School in connection with and under the authority of the Presbyterian Church in Canada, held its annual graduation exercises on April 4th, with the Principal, Dr. Caven, in the chair. Twenty-five young men were sent out from the College as the result of work which had ended in the current year. Principal Caven, in his address, stated that 67 students had been in attendance altogether, and expressed his pleasure that a dearth of candidates for the Ministry was not yet being felt in Canada as it had been in Great Britain and the United States. He referred to a second gift of $1,000 from Mr. David Morrice, of Montreal, for the endowment of a Scholarship, and urged the friends of Knox in Toronto to come forward and help in this work. He asked also for $5,000 to complete the endowment of a travelling Fellowship for post-graduate work. The Rev. J. A. Turnbull then announced the winners of prizes and scholarships, and the Rev. Professor Ballantyne presented the graduates for their diplomas. Then followed the conferrment of the Hon. degree of D.D. upon the Rev. D. D. McLeod, of Barrie; the Rev. John McCurdy Hamilton, M.A., Moderator of the Irish General Assembly; and the Rev. James C. Herdman, M.A., of Calgary—the two latter *in absentia*. During the year the improved financial position of the College had enabled the authorities to institute what was practically a new Chair of Apologetics, and to this the Rev. A. Halliday Douglas, M.A., of the Presbyterian Church at Cambridge, England, was appointed. On October 2nd, he was formally inducted in the presence of a large audience by the Rev. Dr. Warden, Moderator of the Presbyterian Church in Canada.

Upper Canada College, Toronto

This institution, under the management of its Principal, Dr. George R. Parkin, C.M.G., and partly also because of its having been freed from Government control, steadily developed during the year the qualities which are placing it on a level with the great English Schools. The main building had residence accommodation for 150 boys, and a new one with dormitories for about 60 boys was in course of erection during the year. The grounds cover some eighty acres. The attendance during 1901 was in the neighbourhood of 300, of whom half were day pupils, and there was a staff of 13 masters besides the

Principal. On June 16th, the corner stone of the new Preparatory School referred to was laid by the Countess of Minto. Addresses were delivered to the large gathering present by Lieut.-Col. George T. Denison, Mayor Howland and Dr. Parkin. The latter defined briefly the object of the building and the hopes of future work:—

> All experience shows that to secure good training the large community must be broken up into separate homes, with a manageable number of boys. Therefore, I hope to see the building of this House followed by that of others to contain about 40 boys each. By building these homes, by decreasing the number of pupils in our main College building, by gradually limiting the number of day boys, by striving in every way to make the surroundings of school life here beautiful, healthful and efficient, by aiming to make it the home of Christian teaching, we believe that we shall be building up on sound lines an institution which may have a profound influence on the future of the country.

The annual Prize Day was held on October 18th, with the Principal in the chair, and surrounding him were Sir Frederick Young, of London, Mr. W. F. Maclean, M.P., Mr. W. R. Brock, M.P., the Hon. R. Harcourt, Minister of Education, Lieut.-Col. G. T. Denison, the Rev. Dr. Potts, the Rev. Canon Welch, the Rev. Dr. Dewart, the Rev. Dr. Armstrong Black, Provost Street Macklem, of Trinity, Hon. George E. Foster, Mr. Justice Osler, the Rev. Chancellor Wallace, of McMaster, and others. In his address, Dr. Parkin referred to the death, during the year, of three former students—Senator Allan, Dr. Scadding and Mr. John Martland; to the V.C. won many years before by Col. Dunn, a graduate of the College, and now once more secured by Major Cockburn; to the twenty additional acres which had been purchased at a cost of $10,000; and to the new Preparatory School. The finances were stated to be in a sound condition, and past deficits had changed into a modest but sufficient surplus. There were things needed, however, and more means of amusement in winter-time for the three or four hundred boys in the institution was one. He also hoped some generous person would contribute $10,000 for the erection of a gymnasium. The play-grounds should also be in better condition, and a few good scholarships would be a great benefit. He was satisfied that the College was proving a successful and important educational experiment. "Such a school has been known (in England) even in a single generation to powerfully influence the character of a nation. We draw our boys from almost every point in the Dominion between Halifax and Vancouver, while lads come to us from Newfoundland, from Bermuda, Jamaica and the Yukon."

Education in Quebec

In the Legislature of the Province at Quebec, on February 21st, Mr. L. J. Allard introduced a measure which proposed to amend the law of Public Instruction so as to give the School Commissioners a discretionary power in imposing monthly dues upon children. The second reading, on March 6th, was strongly opposed by the Hon. Mr. Turgeon, Provincial Secretary, and was voted down by 50 votes to 8. Mr. T. B. de Grosbois presented a Bill, on March 5th, which had for its object the compulsory attendance of children at school. The measure

was discussed on March 14th, when the mover stated that he wanted to force parents to send their children to school under penalty of a fine. He only proposed to deal with the children between 8 and 16 years of age who should be sent to school at least 16 weeks in each year. "There are about 6,000 children in this Province who do not attend school, and a large number of them do not attend owing to the neglect of their parents." The Hon. Mr. Turgeon declared the project a useless and irritating one. Two years before this he had shown by statistics that the attendance at schools in Quebec was larger than in any other Province of the Dominion. "He was not altogether opposed to the principle of compulsory education, but it must be acknowledged that it interfered with the individual liberties." The present was also an inopportune time for this legislation. "To increase the attendance, or to, at least, keep it to the same average, it is necessary to have parents understand their duties toward their children, and, to effect this, the aid of the clergy is necessary." In conclusion he moved the six months' hoist.

Mr. W. A. Weir favoured the measure and argued that compulsory education had been beneficial in other countries, and could not but do good in Quebec. Though the percentage of attendance at schools was larger in Quebec than in the other Provinces, the percentage of illiterate people was greater. The Hon. Mr. Duffy took the ground that free schools and free books should precede compulsory attendance. The Hon. Mr. Flynn, the Opposition Leader, strongly opposed the proposal. There were no people more anxious to have the children educated than the French-Canadians, and it was an insult to say that the subject was neglected. He agreed, generally, with Mr. Turgeon's views on this measure. The education of children was left to the heads of the families and, while the Government might help the parents, they had no right to take the matter out of their hands. There were always poor and isolated people who could not send their children to school and this fact legislation would not alter. The measure was then voted down by 55 to 70.

Under date of February 6, 1901, the Hon. Boucher de la Bruère, Superintendent of the Department of Public Instruction, published his annual Report for the year ending June 30, 1900. According to its terms there were 4,147 Roman Catholic elementary schools under the control of the Commissioners and 113 under the control of Trustees, and 51 independent; 644 Protestant elementary schools under the control of the Commissioners, 220 in charge of Trustees, and 5 independent; 398 Roman Catholic Model Schools and Academies under the control of the Commissioners, one in charge of Trustees, and 243 independent; 58 Protestant Model Schools and Academies under the control of the Commissioners, 18 in charge of Trustees, and 4 independent Academies. There were 19 Roman Catholic Classical Colleges—somewhat similar to the Ontario Collegiate Institutes. The total of pupils in the Roman Catholic elementary schools was 171,824; the average attendance was 118,490; the number of male lay teachers with diplomas was 40, and without diplomas, 10; the number of female

lay teachers with diplomas was 3,880, and without, 496; the male teachers in orders numbered 105, and the teaching nuns were 336; the average salary of male lay teachers, with diplomas, was $242, and of females, $111. The total of pupils in the Protestant elementary schools was 27,598; the average attendance was 20,049; the number of lay male teachers with diplomas was 30, and without, 4; the number of female lay teachers with diplomas was 980, and without, 58; the teachers in orders numbered one; the average salary of lay male teachers with diplomas was $663, and of females, $152. The total pupils in Roman Catholic Model Schools and Academies numbered 102,855; the average attendance was 85,097; the number of lay teachers with diplomas was 199, and without diplomas, 28; the number of female lay teachers with diplomas was 378, and without, 81; the male religious teachers numbered 747, and the female religious teachers, 2,071; the average salary of male lay teachers with diplomas was $487, and of females, $130. The total number of pupils in the Protestant Model Schools and Academies was 8,976; the average attendance was 7,330; the number of male lay teachers with diplomas was 70, and without, 10; the number of female lay teachers with diplomas was 234, and without, 11; the average salary of male lay teachers with diplomas was $830, and of females, $291.

In the Roman Catholic Classical Colleges there were 2,171 pupils in the Commercial course and 3,666 in the Classical course. The average attendance was 5,361; the number of lay Professors was 495. The number of Protestants in the Roman Catholic elementary schools was 724; those attending the Catholic Model Schools and Academies numbered 15,194. The Roman Catholic pupils in Protestant elementary schools numbered 2,187, and in the Protestant Model Schools and Academies, 419. Including elementary, Model and Normal Schools, Universities, Colleges, Academies, and Schools for Deaf and Dumb, and for Art and Design, there were 5,958 schools in the Province, 2,215 male teachers, 8,640 female teachers, 322,761 pupils, an average attendance of 241,178, and a percentage of average attendance amounting to 74·72. The Government expenditure upon schools in 1899-1900 was $449,950, as compared with $256,762 at Confederation in 1867. M. Boucher de la Bruère, in reviewing the year's work, referred to the educational showing of the Province at the Paris Exposition. Gold medals were awarded to the Roman Catholic and Protestant School Boards of Montreal; silver medals to the Normal School of Quebec, to the Sisters of the Congregation de Notre Dame, and to the Brothers of the Catholic Schools. Five other Roman Catholic institutions received honourable mention. During the year 6,100 maps of the Province were distributed amongst the schools, and a new Normal School for girls was opened at Montreal. The receipts of the Montreal Commission of Catholic Schools for 1899-1900 were $245,514, their assets, $732,754, and liabilities, $435,539. The receipts of the Protestant Board were $222,615, and expenditures, $244,981. Their assets were $1,047,983, and liabilities, $536,425. The French scholars learning English in the schools of the Province numbered 73,506, and

the English pupils learning French were 24,608. According to a table specially compiled by M. Boucher de la Bruère, there were 491 Roman Catholic educational institutions in the Province directed by secular priests, or by religious orders of men and women. They had 4,518 Professors or teachers, and 108,780 pupils.

On April 13th the Montreal *Witness* contained an interview with Mr. W. A. Weir, M.P.P., enlarging upon the views which he had presented to the Legislature in February, and on January 24th, the Huntingdon *Gleaner* contained a somewhat remarkable article detailing the migration of English-speaking people from the Eastern Townships of Quebec, and blaming the educational laws, very largely, for the trouble. The annual Report of Dr. J. M. Harper, Inspector of the Protestant Superior Schools of the Province, issued in 1901 for the previous year, dealt, amongst other things, with the long tenure of office accorded at times to inefficient teachers. "The question of salaries," he continued, "is almost inseparably mixed up with the question of efficiency. That the average salary paid to our teachers is too small is well known to every one, and I regret to repeat that even several of our Principals are not as well paid as heretofore. Only six of our Academies have received this year the maximum mark, while seven of them receive less than fifty per cent." At the meeting of the Protestant Committee of the Council on February 22, 1901, it was reported that all the schools under their jurisdiction possessed a portrait of the late Queen, and it was decided to provide them also with a portrait of King Edward. The preliminary examinations for entrance to the McGill Normal School were announced, in future, to consist of dictation, grammar, composition, English history from 1485 to 1900, and arithmetic. On October 13th the Provincial Association of Protestant Teachers met at Montreal, and elected the Rev. Dr. W. I. Shaw, President, with Mr. H. J. Silver, B.A., as their representative on the Protestant Committee of Public Instruction.

On December 28th the Montreal *Star* published the results of an investigation into complaints which had reached that paper concerning school conditions in the Eastern Townships of Quebec. It was stated therein that the educational system of the Province was vehemently assailed by the middle and poorer classes in this particular section; that the instruction in the elementary grades was everywhere criticised as inadequate and indefinite; that the text-books were changed with irritating frequency and were so expensive as to compel many of the poorer people to keep their children at home; that the system favoured the sons of the rich man and was always looking forward to the University instead of seeking to train the children in elementary matters of education; that the instruction which was given the son of a poor man was no help to him in afterwards earning his living; that the farmer's son, after graduating from the Academy, knew a little of many things, but absolutely nothing of the science or principle of farming; that between $12 and $15 was stated to be the average cost of text-books for each child per annum; that many of these text-books were inferior. Such were

the summarized views of the writer commissioned to investigate the condition of affairs. Mr Rufus H. Pope, M.P., was interviewed in the matter and endorsed most of these conclusions. The instruction was not, in his opinion, elementary enough. "The child is forced ahead with vague ideas in subjects in which he should have been vigorously and exclusively drilled." The system as a whole did not turn out "the vigorous, clear-thinking, hard-headed men of judgment and ability which the Eastern Townships used to produce." Few subjects were taught in earlier days, but they were taught well. The general situation was summed up by Mr. Pope with the suggestion that the Government should buy the books from the publishers and sell them to the parents at cost.

McGill University, Montreal

During the year 1901 the new Medical Buildings connected with this institution was proceeded with under the terms of a donation of $100,000 from Lord Strathcona and with Mr. A. T. Taylor as architect. New laboratories and lecture rooms were added and the total accommodation expected in all departments was for 800 students. On February 6th it was announced that Messrs. Fraser and Chalmers, the Mining Engineers of London and Chicago, had donated a Scholarship in the Mining department. On March 15th the Board of Governors of the University announced that Miss Dow and Miss Jessie Dow had offered the sum of $60,000 to found a chair of Political Economy, to be called "The William Dow Chair" and to be in memory of that gentleman. Sir W. C. McDonald had also sent a cheque for $150,000 to be used by the Faculty of Arts in a general re-organization. The appointment was announced of Hermann Walter, M.A. (Edin.), PH.D. (Munich), as Lecturer on Modern Languages, and it was also stated that Lord Strathcona had been asked to represent the University at the ninth jubilee of the University of Glasgow. A little later it was announced that Mr. Paul Lafleur, M.A., had been appointed Associate Professor of English Literature; that Mr. J. W. Cunliffe, M.A., LIT.D., late of the University of London, was to be permanent Lecturer in the same department; that Mr. Joseph Stafford, B.A., PH.D. (Leipzig), was to be Lecturer in Zoology.

On June 26th it was announced that Dr. W. W. Ford, B.A., had been appointed to the new Rockefeller Fellowship in the Medical Faculty. Convocation was held on April 30th and the degree of B.A. conferred upon 33 graduates; that of B.Sc. upon 41 graduates; that of B.C.L. upon 17 graduates; that of M.A. upon 5 graduates; that of M.Sc. upon 11 graduates. Robert Bell, B.SC., M.D., LL.D., F.R.S., Director of the Geological Survey of Canada, was made a D.Sc. in course. There were a number of speeches made. Dr. Johnson, Dean of the Faculty of Arts, urged the need of a residential system in connection with the University; Dr. Bovey, Dean of the Faculty of Applied Science, stated that this year's graduating class was the largest in the history of the University and that its members had practically all good positions in prospect; Dr. Walton, Dean of the Faculty of Law, urged the study of French upon his students and expressed a wish

for the establishment of two or three travelling Scholarships. Professor E. W. McBride, M.A., D.Sc., delivered an address of considerable interest. The characteristics of a University man should, he thought, be breadth of view, breadth of sympathy and personal honour. It was the possession of these qualities in the governing class of Great Britain—emphatically a University class—which kept public life in that country upon so high a level. "With the graduates of McGill it rests to be the leaders of Canada as the graduates of Oxford and Cambridge are of England." Principal Peterson then summed up the objects and policy of his University.

On June 14th the Medical Faculty of McGill University held its annual Convocation with Mr. George Hague in the chair. Dr. Craik, Dean of the Faculty, stated that the total number of students registered in the Session of 1900-1901 was 489, of whom 141 came from Quebec, 157 from Ontario, 52 from New Brunswick, 13 from British Columbia, 29 from Nova Scotia, 27 from Prince Edward Island, 4 from Manitoba and the North-West, 47 from the United States and 20 from the West Indies, Great Britain, Newfoundland, China and Japan. Dr. W. Gardner addressed the graduates on the high duties and functions of their profession and Dean Craik told them that this was the 51st consecutive Convocation which he had attended. He pointed to the wide and growing area from which they were drawing students at McGill. The great problem, in his opinion, before the Faculty in the future was to provide for the additional time required by the increasing demands of medical science so that the brilliant student and the useful plodder should be kept upon an equality of advantage.

He referred to the additions to the Medical Building; expressed an earnest hope that Dr. Roddick's plan for Dominion registration and Imperial reciprocity in medical matters might be successful; and referred with deep regret to the gallant death in South Africa of Lieutenant H. L. Borden, who should have been one of the graduates of the day. On October 9th the Corporation of the University met and adopted the annual Report for 1900-1901. After self congratulation upon gifts which had come to them during the year this document referred to "the definite need for new endowments in connection with two of our most important departments—philosophy and mathematics." The increasing prosperity of the Royal Victoria College for Women, which is affiliated to the Faculty of Arts, was referred to, as well as the fact that in its Assembly Hall the Duke of Cornwall and York had recently received the Honorary degree of LL.D. The fact that the subsidy annually voted to the University by the Protestant Committee of Public Instruction had been increased from $200 to $500 and that the Protestant School Commissioners of Montreal had raised their contribution from $150 to $500, was also mentioned. Reference was made to pending arrangements with the Associated Board of the Royal Academy of Music and the Royal College of Music, of London, for local examinations in music throughout Canada. The formation of the undergraduates into an "Alma

Mater Society"; the necessity for a gymnasium worthy of the name; the desirability of a Fellowship in post-graduate work; and the necessity of increasing Professorial salaries to a minimum amount of $3,000 a year; were also dealt with. Following this Report came the announcement that Dr. G. A. Charlton, of Montreal, and Dr. P. G. Wooley, of Baltimore, had been appointed Fellows in Pathology.

Some trouble occurred during the autumn between the students and authorities of the University over alleged disturbances caused by the former at a certain theatrical performance in Montreal. Some of the students were arrested and brought before Mr. Recorder Weir and the rumour circulated that Principal Peterson had requested the Recorder to deal severely with the culprits. A mass meeting of the students was held but, eventually, after a Committee had waited upon Dr. Peterson, another large gathering fully accepted the Principal's statement that no such representation had been made, and also received his stern deprecation of their readiness to act upon mere rumour. He took occasion also to urge the students to avoid newspaper notoriety and expressed a strong opinion that the necessity for some kind of residential system in the University was proved by this incident. On December 6th the annual dinner of the Professors and undergraduates of the Faculty of Medicine was held and many references made to the impending retirement of Dr. Craik, Dean of the Faculty. Toward the close of the year it was announced that Dr. Thomas G. Roddick, M.P., a graduate of McGill and its Professor of Surgery for many years, had been appointed Dean of the Medical Faculty. The approval of every one concerned, as well as of the public, was general and was most freely expressed. The number of students in the year ending June 30, 1900, was 1,043; the number of Professors was 138; the graduates were 193 in number. The grant from the Povincial Government was $4,350; the receipts were $303,525 and the expenditures, $309,714; the endowments were $2,977,123 and the value of buildings, grounds, etc., was placed at $2,026,894. The number of books in the Library was 8,820.

Bishop's College, Lennoxville

The University of Bishop's College, Lennoxville, P.Q., toward the end of the year 1900, lost its veteran Chancellor, Dr. R. W. Heneker, by resignation. On December 5th, a special Convocation had been held, a portrait of Dr. Heneker presented to the University, the new Chancellor, Mr. John Hamilton, D.C.L., of Quebec, installed, and the new Principal, the Rev. J. P. Whitney, M.A., granted the Hon. degree of D.C.L. On June 22, 1901, it was announced that the Rev. R. G. Wilkinson, M.A., Professor of Pastoral Theology, had resigned and been succeeded by the Rev. E. A. Dunn, M.A., son of the Bishop of Quebec. The annual dinner of the Medical Faculty of the University was held in Montreal, on November 7th, and amongst those present were Chancellor Hamilton, Principal Whitney, Sir William Hingston, Dr. L. H. Davidson and Dr. F. W. Campbell, Dean of the Faculty. The Principal, in his speech, expressed the hope of having a Law Faculty organized in the course of another year. At a meeting of the

Medical Graduates' Society during the day Dr. George Fisk was elected President. At the annual Convocation on June 27th, the Hon. degree of D.D. was conferred upon Archbishop Bond, of Montreal, and that of D.C.L. upon the Rev. C. Ernest Smith, D.D., of Baltimore, U.S.; the Rev. F. G. Scott, M.A., of Quebec; Mr. H. J. H. Petry, M.A., of the Bishop's College School; Dr. George R. Parkin, M.A., C.M.G., of Toronto; Dr. G. T. Ross and Sir James M. LeMoine, of Quebec. The Annual Report of Bishop's College, for the year ending June 30, 1901, showed 35 students in attendance, of whom 8 were reading for Honours, 26 were seeking Holy Orders and 6 were Divinity students who had already graduated. Dr. Whitney, in this connection, pointed out that "in a College, which is small and also residential, it is possible to secure a thoroughness of teaching and a development of character not so easily attained were we larger or did we work solely through lectures." He stated the new buildings under construction would shortly be completed, and referred to the retirement of the Rev. Mr. Wilkinson. Mr. G. Oswald Smith, B.A., Resident Lecturer, also retired during the year, and was replaced by Mr. C. W. Mitchell. The Annual Report of the Medical Faculty of the University showed 84 registered students during the Session with 9 graduates in Medicine and 16 in Dentistry.

Education in Nova Scotia

The annual Report of the Superintendent of Education, Dr. A. H. Mackay, was presented to the Assembly at Halifax, on March 12, 1901. The general summary showed that the number of schools had increased from 2,390 in 1899 to 2,417 in the year ending July 31, 1900; that the number of school sections without schools had deceased from 146 to 132; that the teachers had grown from 2,400 in number to 2,557; that the pupils had slightly diminished from 100,617 to 100,129. Those under fifteen years of age, however, had increased from 91,809 to 92,078. Over that age the decrease was stated by the Premier in the House to be probably due to the increasing demands of industrial institutions for labour. The number of Normal School trained teachers increased from 840 to 887. The Superintendent declared that the standard of scholarship in the new teachers had risen during the year and, he thought, would continue to advance gradually. The total amount voted by ratepayers for school purposes increased from $447,906 in 1899 to $519,620 in 1900. The age limit of new teachers in Classes D. C. & B. had been advanced one year, and an improvement in efficiency was expected from this change. The number of schools doing some High School work increased slightly, but the number of scholars doing such work decreased. There were 913 teachers' licenses granted during the year, and the steady annual increase from 218 in 1893 showed, in the opinion of Dr. Mackay, that the standard of qualification should now be raised.

The total number of male teachers in the Public Schools was 616 as against 594 in 1899 while the female teachers numbered 1,941 as compared with 1900. The new teachers numbered 463 in 1900 and 373 in the previous year. The pupils in the Common Schools

numbered 92,880 as against 93,043 in 1899 and in the High Schools 7,249 as compared with 7,574. In all the Public Schools the number was, as already stated, 100,129. The property in the school Sections was valued at $82,641,987—an increase of $1,648,513. The school property in these Sections was placed at $1,675,629 value; the teachers' salaries aggregated the sum of $380,681, or a decrease of $3,533; the volumes in school libraries numbered 14,334; the maps, charts, globes, etc., 7,991 and the scientific appliances and collections 16,271. The total Provincial grant for the year was $248,309 as against $246,462 in 1899; the total County funds were $119,923 as compared with $120,082 in the previous year; the total Section assessment was $519,620 as against $447,906 in 1899. The total cost per pupil enrolled was $8.86 in 1900, or an increase of 17 cents. The cost per pupil to the Government was $2.48, to the Counties $1.19 and to the Sections $5.18—in the latter case showing an increase of 73 cents. Statistics were given by Dr. Mackay to show that the expenditure of Nova Scotia "per pupil in average attendance" was much less than in most of the States of the American Union. On the list quoted Nevada stood first, at $40.87, and then the States ran down through thirty names before the equal of Nova Scotia's $14.56 per pupil was reached.

The Superintendent commented at length upon these various statistics and statements. The reduction of Sections meant the absorption of small and weak ones. Of the 132 Sections without schools many were only geographical areas which, at one time, had a temporary population. Some should have been long since amalgamated with stronger Sections, and action in this direction was being facilitated. In this rectification and consolidation work he thought the Board of District Commissioners should be largely utilized. The profession of teaching was being elevated by the higher standards required, the more intelligent selection of School Trustees and by the increased proportion of Normal trained teachers—now 887 out of 2,557. He strongly recommended the establishment of school gardens where instruction could be given in agriculture, horticulture and botany—as in Austria, Sweden, Belgium, France and Russia. A few attempts had been made, but they were as yet severely handicapped. Manual Training was making rather slow progress. Under the Act of 1900 a grant of $600 was allowed by the Government to each school Section, providing the prescribed equipment and earning an amount at the rate of 15 cents per half-day lesson, once a week, to each pupil. It covered instruction in domestic science as well as wood-work. Provisional license had been given to three schools in wood-work and two in domestic science, and they would shortly go into operation. At the Normal School in Halifax, lessons were given in drawing and wood-work. Provision was being made for the special training of teachers in this connection at the Normal School.

During the year Mr. J. B. Calkin, who had been Principal of the Normal School since 1869, resigned his post, and Dr. Mackay paid his work very high tribute. "The growth of the institution under his

charge, his influence on the character of so many students for so many years, his work in moulding educational legislation and the sentiment of the country, will give him a very important place in the history of the Province." In the Assembly, on March 14th, in reference to the decreasing salaries of the teachers and in response to an inquiry from Mr. C. E. Tanner, the Premier stated that the payments under Provincial grants to the various classes of school teachers had steadily decreased during the past five years. In 1895-96 Class A. received $220 and in 1899-1900, $206.84. In 1895-96 Class B. received $120 and in 1899-1900, $112.81. Class C. decreased from $90 to $84.61, and Class D. from $60 to $56.41. He would make no pledge as to increases in these payments.

Considerable discussion upon the subject of text-books took place in Nova Scotia during 1901. In his annual Report, submitted in February, to the Lieut.-Governor, Dr. Mackay made some reference to the matter, although he deemed any present change inadvisable. Up to date the Council of Public Instruction had not seen a set of Readers whose good points, above those in use since 1877, would compensate the public for the expense of a change. Petitions had been received from Farmers' Associations against any such action. The cost would be $25,000, at least, to the parents of the Province, besides a loss to many booksellers. "Sometime soon, let us hope, a new Series may appear whose merits will compensate for the cost of change, for the irritation of those constitutionally averse to the new, and for the hostile anonymous criticism of the disappointed promoter which will infallibly follow the introduction of the best texts which can be produced." He was prepared, however, to recommend the authorization and use of some new supplementary Readers to be utilized only after the ordinary texts were mastered. Reference was made to the Temperance text-book as satisfactory and the instruction as efficient. In the Legislative Council, on March 13th, the school text-book question, generally, came up for discussion. The Hon. Mr. Mack, the Hon. Mr. Drummond, the Hon. Mr. Armstrong, and Messrs. Goudge and W. T. Pipes, spoke upon the subject, and after some severe criticisms upon the books used—especially the *History of Canada*—and a defence at the hands of Mr. Pipes, a Resolution was carried declaring that some of the text-books had outlived their usefulness; recognizing the difficulties connected with the selection of such works; commending the subject to the Government as one of urgent importance; and suggesting early action with a view to changing some of the text-books now in use.

Dalhousie University, Halifax

Early in the year the death of Mr. Charles Macdonald, Professor of Mathematics, created a serious vacancy in the staff of this institution. Under the terms of an old endowment, by which the Presbyterian College of Halifax had inherited from the Presbyterian Church of Canada the right of appointment, it was announced on April 26th that Mr. Daniel Alexander Murray, B.A., Ph.D., a graduate of the University, and Instructor in Mathematics at Cornell University, had been nominated

for the position by the Board of Management of that College. He was confirmed at a later date. The annual Convocation of Dalhousie was held on April 29th, when the degree of B.A. was conferred upon 25 graduates; that of B.Sc. upon 4; that of LL.D. upon 12; that of M.A. upon 7; and that of M.D. upon 10. Bishop Courtney, of Nova Scotia, was present, and the President, Rev. Dr. John Forrest, delivered his annual address. He spoke in an optimistic tone of the progress of the University since the time in 1880 when its whole endowment barely sufficed to pay working expenses. During the ensuing two decades it had raised half a million dollars, and now had four Faculties instead of one. He deprecated the indifference of the Provincial Government toward higher education, and the neglect of the City of Halifax concerning one of its most vital interests. A properly equipped School of Mining and Engineering would do the city more good than any industry which it could start. If the students of Dalhousie should go abroad for their education, it would take, at the lowest estimate, $40,000 a year out of the Province; yet the Government only gave the University a grant of $1,000 a year. "Our Province as well as our city must do something if both are not to drift into the background. Dalhousie College alone has brought into Halifax about $400,000 of investments and over $600,000 of expenditure, during the past twenty years."

The past year, according to the President, had been most encouraging. The number of students was 340; the coming of Dr. Murray was most gratifying; and the appointments of Dr. G. L. Sinclair, as Dean of the Medical Faculty, and Dr. Norman E. Mackay, in the Department of Surgery, would continue the good work in that connection. He also announced the appointment of Mr. Henry S. Poole, M.A., F.G.S., F.R.S.C., as Lecturer in Geology. The Hon. degree of LL.D. was conferred upon Principal Charles Frederick Fraser, M.A., of the Halifax School for the Blind, and the Rev. T. Watson Smith, D.D., of Halifax. Addresses were delivered by these gentlemen, and by Lieutenant-Governor the Hon. A. G. Jones. Amongst the graduates in Law were Mr. N. G. Murray and Lieutenant J. C. Oland, who had served in South Africa, and the latter of whom had gone back again with the Constabulary. Of the graduates in Arts and Science, 21 came from Nova Scotia, 6 from New Brunswick, 5 from Prince Edward Island, and 3 from other places; of those in Law, 10 were from Nova Scotia and 2 from New Brunswick; all of those in Medicine were from Nova Scotia. The increase in the entrance of students for the new Session was 20 per cent., and the number 125. It was announced a little later that the Rev. Dr. D. M. Gordon, and the Rev. Dr. R. A. Falconer, had been appointed Lecturers on Biblical Literature.

On May 23rd the Halifax *Chronicle* announced that the late Prof. Macdonald had left $2,000 to the Dalhousie College Library Fund for the purchase of books in English Literature—the interest only to be used. This was commended as a useful step, following upon the Alumni Association's grant of $100 for scientific works, and the yearly assistance given by the students, ranging from $50 in 1895

to $231 in 1899. The Halifax *Herald*, of two days later, urged others to follow this example and do something, however little, for the excellent purposes of the University. "From every point of view Dalhousie is the best investment in this city or Province." At the meeting of the Governors of the University, on July 19th, Professor Stephen M. Dixon, M.A., Professor of Civil Engineering in the University of New Brunswick, was unanimously chosen to fill the Chair of Physics vacant by the retirement of Prof. McGregor. This position he accepted. One of the principal events of the year at Dalhousie was the appointment of Prof. James Gordon McGregor, M.A., LL.D. (Glasgow), D.Sc. (Lon.), F.R.S.E., F.R.S.C., to the Chair of Natural Philosophy in the University of Edinburgh, in succession to Prof. R. G. Tait. Such high promotion for a native of Nova Scotia, a graduate of Dalhousie and, since 1879, its Professor of Physics, was naturally a subject of congratulation in the Province. The St. John *Telegraph*, of June 20th, declared that "the appointment of Dr. McGregor will remove from Canada one of the cleverest scientists in the country, and one of the very few men in the Dominion who has devoted much time to original research." The St. John *Sun*, of the following day, pointed out that this appointment to succeed one of the most eminent of British scholars, in a famous Chair, in the greatest of Scotch Universities, was a profound tribute to qualities practically unknown in Canada.

A banquet was given to Prof. McGregor, in Halifax, on August 27th, with Mr. John F. Stairs as Chairman, and Senator Power, Dr. Russell, M.P., Mr. D. C. Fraser, M.P., the Hon. J. W. Longley, K.C., Mr. J. H. Sinclair, M.P.P., the Rev. Dr. Gordon, the Hon. W. S. Fielding, Dominion Minister of Finance, Mr. Justice Sedgwick, of the Supreme Court of Canada, Senator McKeen, the Hon. Arthur Drysdale, K.C., the Rev. Dr. Forrest, Dr. A. H. Mackay, United States Consul Foster, the Rev. Dr. Allison, and many others, present. Mr. Stairs, as Chairman of the Board of Governors of Dalhousie University, deplored their loss, but was proud of the fact that this was the first Canadian appointed to a great British University. Professor McGregor, in his reply, very modestly credited his selection to the Imperial feeling aroused by the South African War. He strongly deprecated the "book-learning" of the present educational system and urged the better training of the intellect. "We do not want to 'pump' knowledge into our students, we want to cultivate power, the ability to do something, to initiate." An equipment for the Laboratory of Dalhousie was absolutely essential to anything like a training in Applied Science. He hoped the Government would establish a Technical School. On September 19th the annnal Convocation of the University was held, and the Hon. degree of LL.D. conferred on Prof. McGregor. The degrees of M.A. and B.Sc. were granted Mr. Samuel N. Robertson, B.A., Principal of the Prince of Wales College at Charlottetown, and two M.D. degrees were conferred. Prof. D. A. Murray then addressed the students for the first time, and dealt at length with the study of Mathematics and its importance to the acquisition of general learning.

King's College and Acadia University

The University of King's College, at Windsor, N.S., which was opened in 1790 and given a Royal charter in 1802, held its annual gathering on June 20th. The celebrations of the day began with a morning sermon in the College Chapel by Dean Partridge, of Fredericton, and in the afternoon the degrees were conferred in the Convocation Hall. Amongst those present were Chancellor, the Hon. E. J. Hodgson, of Charlottetown, President, the Rev. Dr. C. E. Willets, Bishop Courtney, of Nova Scotia, Dean Partridge and Archdeacon Kaulbach. The Chancellor in his address referred to the deaths of Capt. M. G. Blanchard and Lieut. Harold Borden—two representatives of the University—in South Africa. The Valedictory address was delivered by the Rev. C. R. Quinn, B.A., and the Alumni oration by the Rev. L. J. Donaldson, M.A. The Honorary degree of D.D. was conferred upon the Rev. J. Roy Campbell and Archdeacon Botswood; that of B.D. upon the Rev. W. J. Cox, M.A., and the Rev. T. C. Mellor; that of M.A. upon Mr. R. J. Wilson. The degrees of D.D. and B.D. (in course) were given to the Rev. C. W. Vroom; that of M.A. to the Rev. W. J. Cox and Miss Annie M. Begney; that of B.A. to the Rev. A. H. Tyree, the Rev. C. R. Quinn and Mr. P. G. Corbin; that of B.C.L. to four other gentlemen.

The closing exercises of Acadia University, Wolfville, N.S., commenced on June 2nd, with a graduating class of thirty-two and addresses from the Rev. A. T. Kempton and the Rev. Professor Pattison of Rochester, (N.Y.) Theological Seminary. On the following day Dr. Pattison addressed the Alumni Association and on June 4th the Horton Collegiate Academy and the Acadia Seminary—the two branches of the College life and work—held their closing ceremonies. At the former, Principal H. L. Brittain, M.A., was able to state that the year's attendance had reached the total of 130, of whom 76 were in residence, and had beaten all previous records. The newly established Business course and the Manual Training department had been very successful. At the latter Principal McDonald was able to state that the past year had been very successful. The staff had been greatly strengthened and the attendance numbered 118. The University held its Convocation on the following day, when it was stated that during the past year there had been 139 students in residence, of whom 32 had now completed the course. Of the $60,000 which the authorities had undertaken to collect for special work $45,000 had been subscribed. A new Chair was to be established with the money recently willed to them, under the title of the G. P. Payzant Professorship of Hebrew Language and Biblical Literature. In the Arts course a department was to be added under charge of the Rev. Dr. A. W. Sawyer and dealing with Pedagogy. There were 32 graduates given the degree of B.A. and 5 received that of M.A. The Honorary degree of D.C.L. was conferred upon the Hon. W. S. Fielding, M.P.; that of D.Sc. upon Mr. George U. Hay; that of D.D. upon the Rev. Arthur C. Chute and the Rev. J. H. Saunders; that of M.A. upon Mr. H. F. Adams. President, the Rev. Dr. Trotter, then

addressed the graduates in eloquent terms upon the duties and responsibilities of higher education. On June 7th it was announced that the new Chair in Hebrew was to be filled by the Rev. Dr. A. C. Chute, of the first Baptist Church, Halifax. At the same time the resignation by the Rev. J. H. McDonald, of the Principalship of Acadia Seminary was accepted and the Rev. H. T. De Wolfe, B.A., a former graduate, was appointed in his place.

The Mount Allison Institutions

During the year an effort was made by the Mount Allison Alumnæ Society, of Sackville, N.B., to raise $5,000 in order to honour the memory of Mrs. Mary Mellish Archibald—who had so long been connected with the Mount Allison Ladies' College—and to promote the education of deserving girls. The work commenced by a Resolution passed by the Alumnæ Executive, on February 19th, and was assisted in the further progress of collecting money by the Halifax *Herald*. The annual exercises of the Mount Allison Ladies' College and Conservatory of Music took place on May 27th, when the degree of M.L.A. was conferred upon five graduates in Arts and diplomas given to five graduates in Music. A number of prizes were also awarded and the Principal, the Rev. Dr. B. A. Borden, paid a high tribute to the late Mrs. Archibald. He declared that the accommodation was now entirely inadequate and that a new building was essential. Plans had, therefore, been prepared for a new wing costing $25,000, and he hoped the necessary money would be obtained. The Board of Regents, however, did not feel justified, a few days later when the matter came before them, in incurring so great a liability at present. The registration of students during the year was about 200. On the same day the Mount Allison Academy and Commercial College held its annual gathering. Principal J. M. Palmer, M.A., reported that the attendance of one hundred and fifteen during the year was the largest in his seven years official work. The Commercial graduates numbered twenty-five, and those in type-writing and shorthand, eight. Amongst the students were natives of Jamaica, San Domingo, Cuba, Bermuda, Newfoundland and the United States, as well as the Maritime Provinces. A Committee was appointed to help in providing a suitable memorial to the late Lieutenant Harold A. Borden.

The annual Commencement of the University of Mount Allison College was held on May 28th. The President, Dr. David Allison, was in the chair and the degree of B.A. was bestowed upon sixteen graduates and that of M.A. upon four. Mr. Raleigh Trites, B.A., delivered the Valedictory and the Rev. F. W. E. Des Barres spoke eloquently upon "The Prophets of History." At a meeting of the Alumni Society, Mr. F. B. Black, B.Sc., was elected President and in the evening a dinner was held under its auspices with Principal Palmer in the chair. Speeches were delivered by Mrs. Crowell, Vice-President of the Alumnæ Society of the Ladies' College, Mr. S. D. Scott, B.A., of the St. John *Sun*, the Hon. H. A. McKeown, M.P.P., Dr. Allison and the Rev. Mr. Scott of Bristol, England. At the session

of the Board of Regents, held on May 29th and 30th, the recent bequest of $50,000 from the Massey estate, of Toronto, was dealt with; references were made to the pleasure of the students at getting into their handsome new residence; a permanent Professorship was created to be called the Chair of the New Testament Exegesis and Church History and the Rev. C. H. Paisley D.D., who had for some years been doing the duties of the position, was formally appointed to it; announcement was made of the offer by His Honour, the Lieutenant-Governor, to give $5,000 for instruction in Manual Training and Practical Science provided a similar additional sum was raised; and a Committee was selected to aid in effecting this result.

Education in New Brunswick

The official figures regarding education in New Brunswick, as stated by the Dominion Statistician, have given the number of Public Schools in the term ended June 30, 1900, at 1,771—a decrease of 44. The teachers were stated to number 1,856, the pupils 61,444 and the average attendance 37,529. The teachers in the Grammar Schools were 35 in number and the pupils 946. In the Normal Schools there were 201 female teachers being trained and 55 male. The Government grant for the year was $194,112, the aid given by municipalities amounted to $90,361 and the assessment upon school districts was, approximately, $346,899. This indicated a total revenue for educational purposes of $631,372. The total expenditure was $605,485. One of the subjects slightly debated during the Session of the Provincial Legislature was that of text-books in the schools. On March 20th, Mr. Douglas Hazen asked why certain books had been changed. He criticised one of them in which an article gave special prominence to religious denominations and declared the new geography to be very unsatisfactory. In this latter connection he quoted the *Educational Review*. The book was written from an American standpoint and he disapproved of the books being printed outside the Province. The Hon. Mr. Pugsley replied to the effect that changes in text-books had to pass through the hands of a competent Committee which included the Chief Superintendent of Education. He explained that they could not be published in the Province as large publishing houses made text-books which, with slight changes, would do for any part of the Dominion. The Hon. Mr. Tweedie admitted that a new geography was desirable as there had been no change in 26 years.

In March, 1901, Dr. J. R. Inch, the Chief Superintendent of Education in the Province, made his annual Report public. The attendance in June, 1900, was, he pointed out, only 61,444, as against 63,536 in 1899 at the same time. The prevalence of epidemic diseases and the activity of business operations were the causes of this falling off, and the latter factor was also the cause of another difficulty. "During the past year the scarcity of teachers of the higher grades has been so great that scores of schools have been closed for weeks and months for want of a teacher of the class desired." He expressed the opinion that this condition of affairs was only temporary, and regretted that Trustees were willing to allow

schools to remain closed rather than offer salaries which would command the services of competent teachers. The total number of teachers employed for the second term of 1899 had been 1,893, and for the first term of 1900 the number was 1,856. Of these teachers about 21 per cent. were women, 25 per cent. of the first-class, 50 per cent. of the second-class and 25 per cent. of the third-class. Of the first-class teachers about 36 per cent. were men and 64 per cent. women. Of the second-class 13 per cent. were men and 87 per cent. women. Of the third-class the proportion was 20 and 80 per cent. respectively. Dr. Inch deplored the frequent changes of teachers in the majority of districts and, especially, the ever-recurring abandonment of the profession by the best teachers at a time when their work was becoming most efficient. There was only one remedy for these evils: "When the financial rewards of competent and faithful teachers become equivalent to those gained in other pursuits and professions by persons who have spent no more time and money in preparation for their life-work than the teachers are obliged to spend, we shall have no cause to complain of the lack of permanency in the teaching profession."

It was pointed out by Dr. Inch that the qualifications and scholastic requirements of first and second-class teachers had, of late years, been materially raised, while the rates of remuneration had remained the same. The fault lay with the people in the wealthier districts of the Province who would not impose a slightly additional tax upon themselves for the maintenance of high-class teaching. He took occasion to urge that more attention should be paid, both in the schools and homes, to the manners and morals of the children; deprecated the continuous growth of the cigarette habit amongst village and town boys; and expressed the opinion that more singing should be taught in the schools. Inspector Carter, in reporting to the Superintendent, stated that teachers were more to blame than any one else for the lowering of salaries. "They apply for positions not vacant, and quote rates of salary not only lower than their predecessors, but less than the work is worth. Not all do this, but too many do." Inspector Meagher reported in his district a large increase in the school flags, and the School Trustees of St. John reported the grand total attendance in the city schools as the highest yet reached—474,939.

The University of New Brunswick

The question of Government assistance to this institution was the subject of considerable discussion in the Provincial Legislature during its Session in March. On the 6th of the month, the members of the Legislature, after adjournment, listened to an appeal made by Mr. Justice Barker and Mr. Justice MacLeod on behalf of the Senate of the University and in support of an application for a vote of $10,000 to aid in the construction and equipment of the new Science Building which was now nearing completion. They pointed out that there were now 106 students in actual attendance at lectures—the largest number in the history of the institution; that the new building had become an

absolute necessity and was to be devoted to scientific studies, including civil and electrical engineering and chemistry; that most of the cost was being borne by private subscriptions; that the present Provincial grant to the University was no more than it had been half a century before, although grants to all other public purposes and institutions had increased enormously; that in any case value had been received for the existing grant of £2,000 in the surrender of the valuable land originally given the University by the Crown and covering the entire site of the present City of Fredericton; that $8,097 had been already subscribed. Moreover, as the $25,000 voted for the establishment of a Technical School in the preceding year was not now going to be used, the Legislature could well afford to give the sum asked for to the University.

Following this appeal the Government decided to grant the amount asked and, in the Legislature on March 30th, the Premier, the Hon. Mr. Tweedie, stated that they proposed to make a special grant of $1,000 a year for twelve years. The Government would be empowered to attach certain conditions to the grant and one of them was the free tuition of two students each year, selected by the University Senate for their aptitude in scientific work. He described the non-denominational character of the institution and declared it to be the crowning point of the Provincial free school system. Mr. A. B. Copp thought that the University might have done better work in the past, and that grants could not be given to it indefinitely. "We have other self-sustaining Colleges which are just as good as it, and they receive nothing from the Province." Mr. J. K. Flemming, though not a supporter of the Government, approved of this policy. "The University of New Brunswick is a good institution and well deserving of the support of the Province." The measure passed in due course and became law. A few days before this, on March 26th, the new Science Building was formally opened in the presence of a representative audience. Upon the platform were Chancellor Harrison, of the University; Lieut.-Governor, the Hon. A. R. McClellan; President Loudon, of Toronto University; Mr. J. Douglas Hazen, M.P.P., the Very Rev. Dean Partridge, and Hon. Dr. Pugsley; Messrs. A. B. Copp, M.P.P., W. T. Whitehead, M.P.P., C. E. Fish, M.P.P., and John O'Brien, M.P.P.; Judge Gregory, Dr. James R. Inch, Superintendent of Education, Mr. Speaker Robinson, of the House of Assembly; Dr. James Hannay, Mayor Crocket and Mr. Justice Barker. The Chancellor made a speech descriptive of the scope and policy of the new institution.

The Lieut.-Governor spoke briefly, quoted Lord Rosebery to the effect that practical arts and sciences must be taught the young men of Great Britain if that country was to maintain its commercial supremacy, and then declared the institution open. President Loudon followed in an elaborate address describing the present industrial struggle between the nations; the fact that the progress of Germany was due to its higher scientific, technical and commercial education; the character and necessity of Technical instruction in Canada. Brief addresses were delivered by the Hon. Dr. Pugsley, Mr. Hazen and

Mayor Crocket. In connection with the completion of this project general thanks were expressed to Prof. Stephen M. Dixon. "The latest triumph of the University" said the Fredericton *Herald* of the following day, "is due first and foremost to Professor Dixon, who has devoted his time and ingenuity to awakening public interest in the enterprise;" while the *Educational Review* for June declared that "to Professor Dixon's tireless energy the University is mainly indebted for this splendid addition to its equipment." Graduation Day was celebrated at the University, on May 30th. His Honour the Lieut.-Governor presided, and Professor Dixon delivered a most instructive address upon the position and prospects of the institution, especially in connection with its scientific course. He defined very clearly the difference between Technical Schools having for their object the teaching of elementary subjects and the work and practice of various trades, so as to make a thoroughly skilled artisan, and the Schools of Applied Science which train engineers and other professional students in technical work of a special and higher character. Prizes and gold medals were awarded at the close of this address; seven graduates were given the B.A. degree and one that of B.Sc.; while Prof. W. K. Hatt, M.A., of Indiana University, a former graduate, was accorded the degree of Ph.D. The Rev. J. C. Heine, of Montreal, in delivering the Alumni oration, deprecated the elimination of the religious idea from modern teaching and urged the desirability of not introducing too much commercial and scientific training into University life. The number of students reported for the year was over a hundred. In July the University lost Professor Dixon who resigned his Chair of Civil Engineering to accept that of Physics at Dalhousie University in Halifax. Greater opportunities and rewards were described by the St. John *Sun* as the reasons for his regretted departure.

Education in Prince Edward Island

The annual Report of the Chief Superintendent of Education in the Island Province was issued in April, 1901. The number of schools was given as 468, the school districts as 471, and the school departments as 586. There were no schools vacant during the year. The number of teachers employed was 586, of whom 314 were males and 272 females. Of these 120 had first-class certificates, 349 second-class, and 117 third-class. There was an increase of 13 female teachers, and a decrease of 9 male teachers over 1899. The number of pupils enrolled was 21,289—a decrease of 261 from the previous year, and the smallest number since 1882. The percentage of attendance, however, showed an increase. The expenditure by the Government was $129,113,—the largest in 15 years, with the exception of 1898. The amounts voted at school meetings were $34,055. The average salaries of teachers showed very little change and included $774 as the highest for first-class male teachers, down to $300 as the lowest. First-class female teachers ranged from $357 to $230; second-class male teachers from $402 down to $225; second-class female teachers ranged from $331 to $180. Third-class male teachers were paid from

$210 to $180, and female teachers of the same class from $257 to $130. Some of the Reports made to the Superintendent were interesting. Inspector McCormac stated that in his district the first-class teachers increased 50 per cent., while those of the third-class decreased over 26 per cent. He urged greater permanence in the profession. The average time spent in it was only four years and as soon as teachers could see their way to "law, medicine or husbands," they left the profession. Dr. Anderson, the Principal of Prince of Wales College, reported that the entrance papers of the pupils at that institution had been especially good, and Dr. McLeod, the Chief Superintendent, summed up with the statement that the close of the year 1900 marked "the highest point yet reached" in the educational progress of the Province. This, it may be added, was the last official statement of Mr. D. J. McLeod, LL.D., who had for many years been the Provincial Superintendent of Education. He resigned his position early in the year in order to go into business at Sydney, C.B., and was succeeded by Dr. Anderson, Principal of the Prince of Wales College. Several Addresses expressive of regret were presented to him prior to his departure. On September 11th the Island Teachers' Association met in Charlottetown.

The Prince of Wales College

There were important educational changes in Prince Edward Island during the year. On February 21st it was announced that Dr. Alexander Anderson, Principal of the Prince of Wales College at Charlottetown since 1868, was to retire and accept the position of Provincial Superintendent of Education. His place in the College was to be taken by Mr. S. N. Robertson, B.A., a graduate of the College and of Dalhousie University, Halifax, and Professor of English and Latin for some years past. Mr. Cyrus J. McMillan, B.A., a graduate of the College and of McGill University, Montreal, was to succeed Prof. Robertson. The tributes of the Island press to Principal Anderson, upon his retirement, were pronounced, and the *Educational Review*, of St. John, N.B., in its June issue, declared that "wherever Dr. Anderson's students are found, they have reflected credit on their Island home and on the man who, by his genius as a teacher, his accurate scholarship and unswerving integrity, has done so much to mould men of character and scholarship in this generation." The graduating exercises of the College took place on May 31st, with the new Principal in the Chair, supported by His Honour the Lieutenant-Governor, Premier the Hon. D. Farquharson, Dr. Anderson, Mr. D. A. McKinnon, M.P., and the Rev. J. C. Spurr. Principal Robertson, in his address, stated that the past year had been a most successful one, and that 218 students had enrolled at the beginning of the term. Five years before the attendance had taken a leap from 113 to 186, but in this year the high-water mark had been reached. Almost every family in the Province had been represented in the College at one time or another. The Premier, in his speech, stated that half the revenue of the Province was expended on Education. He attributed the happiness, intelligence and prosperity of the people to their educational system, and declared

that the Government would stand by the College so long as they had a dollar in the treasury. It was announced at this point that $500 would be granted next year to improve the College grounds. Dr. Anderson expressed regret that out of the 2,000 students whom he had taught in that College, so few had remained in the Province. The Honour diplomas to the number of ten, and the other diplomas, medals and prizes, were then presented to a large number of students.

Education in Manitoba

The Department of Education in Manitoba consisted in 1901 of certain members of the Government—Messrs. R. P. Roblin, J. A. Davidson, D. H. McFadden, C. H. Campbell and Robert Rogers—and an Advisory Board composed of Archbishop Machray representing Manitoba University; Messrs. J. D. Hunt, B.A., and Daniel McIntyre, B.A., elected by the teachers of the Province; and the Rev. Robert Hart, B.D., Mr. John Graham, B.A., Rev. A. A. Cherrier, Prof. R. R. Cochrane, B.A., Dr. J. R. Jones and the Rev. Canon Mathieson, B.D., appointed by the Department itself. The school population in 1900 was 62,664; the total number of pupils registered, according to the annual Report of 1901, was 50,460; the average attendance was 27,870. The number of teachers was 1,596, of whom 592 were males and 1,004 females. There were 19 teachers in the Normal Schools and 263 students in attendance. Most of these figures showed an increase over the preceding year and nearly all of them a steady annual increase. The organized school districts were 1,147 in number, as against 1,095 in 1899; the number of schools was 1,352 as against 1,313; the school houses numbered 1,039, as against 1,019. The teachers' salaries varied from $1,800 downwards and the average for the Province was $449—an increase of $28—during the year. The average in the cities and towns was $584 and in the rural districts $406. The receipts for 1900 were not complete when the official statement was published but those for 1899 included $171,285 from the Legislative grant and $567,246 from municipal taxes. The sums were considerably larger in 1900 but an approximate total of the receipts was $1,229,878 and of the expenditures $1,179,416. The latter for 1900 included $561,091 for teachers' salaries, $118,010 for buildings, etc., $34,285 for fuel, and $63,172 for repairs, etc. The assets were $477,457 on taxes due from municipal councils and $1,579,804 on the value of school-houses, sites, etc. The liabilities included $91,238 due to the teachers and $940,935 on debenture indebtedness.

There were some special features in the educational record of the year. The system of school savings banks developed considerably from its beginning in 1899. The number of children with bank accounts was 1,900 with $4,942 to their credit. According to the Report of Mr. S. E. Lang, Inspector of the Western Division of the Province, history was very poorly taught there during the year, "chiefly because the teachers themselves do not know much about the subject." On February 15th, a deputation composed of the Rev. Dr. Bryce, the Rev. Dr. Patrick, the Rev. C. W. Gordon, the Rev. J. D. McLaren and Mr. T. A. Burrows, M.P.P., waited upon the Government at the

Legislative Buildings in Winnipeg and urged the introduction of a better system of education amongst the foreigners living in the Province—especially the illiterate Galicians. In one district, Dr. Patrick pointed out, there were 9,000 of these people with 3,000 children and sometimes the reading percentage amongst a given number went down to almost nothing. "They are strangers to our tongue and institutions and the rapidity with which their population increases will soon make them a menace to the State if they are not educated along our lines." Education should not only be offered them, he declared, but forced upon them. There were no persons in these districts fitted to act as Trustees and the Government should take hold of the matter. Mr. Burrows stated that the great objection of the Galicians to education was the resulting taxation and added that objections had decreased in the last few years amongst the Mennonites. The Rev. Mr. McLaren, in reply to a question from the Premier, said that the Galicians would strongly resent compulsory education. The Hon. Mr. Roblin then stated that the Government felt their responsibility in the matter as well as its possible dangers very fully; that the financial position of the Province made it impossible to undertake the educating of so many foreigners at the public expense; that it might be feasible if the Dominion Government would co-operate in the maintenance of such schools. The subject would have their most careful consideration.

The University of Manitoba

The annual Convocation of this institution was held in the Legislative Chamber of the Parliament Buildings, Winnipeg, on May 10th. Dr. Machray, Chancellor of the University and Archbishop of Rupert's Land, presided, and the Lieutenant-Governor and a number of other distinguished gentlemen were present. Father Drummond invested the graduates from St. Boniface College; Dean O'Meara those from St. John's College; the Rev. Dr. Bryce those from Manitoba College; the Rev. Dr. Sparling those from Wesley College. Manitoba College (Presbyterian) was the only one which awarded any B.A. degrees to women, and there were 5 on its list. The B.A. degrees conferred included 2 to St. Boniface, 4 to St. John's, 20 to Manitoba and 10 to Wesley. The last mentioned College had one M.A. degree. Archbishop Machray spoke hopefully of the continued growth and progress of the University. The lengthening of the course in Arts over the term of four years had not lessened the number of students and three hundred and one persons had entered their names for the approaching Medical and Matriculation examinations. "I think that a very large number of students for so young a University and one drawing its students from what at present is a much limited population." His Grace stated that in view of the falling in of a life interest in certain bequests to the institution by the late Dr. Isbister some $83,000 had recently come into their possession for Scholarship purposes. Prof. T. B. Kirkpatrick, D.D., then delivered an eloquent address upon the importance and responsibilities of education.

During the year the University established a permanent home for

its administrative offices and Library and for instruction in Natural Science and Physical Science on ground voted for the purpose by the Provincial Legislature, and at a cost of $60,000. Hitherto all the educational work had been carried on in the four affiliated Colleges and the Manitoba Medical College. The following gentlemen were appointed University Lecturers: the Rev. George Bryce, M.A., LL.D., in Biology and Geology; Mr. George Jackson Laird, M.A., Ph.D., in Physics, Mineralogy and Lithology; Mr. Edgar Boteler Kenrick, B.A., in Chemistry. On June 10th, the Manitoba *Free Press* discussed the position of the University at some length and congratulated it, not only upon the Isbister bequest, but upon the presentation of a building site by the Provincial Government worth $50,000, with an advance of $60,000 for building purposes, and upon the increasing value of the wild lands originally granted by the Dominion and now worth about $1,000,000. Reference was also made to the annual grant of $6,000 from the Provincial Government and the recent special grant of $5,000 for the Laboratory furnishings. Mathematics and Modern Languages should, this paper thought, be taken from the Colleges, as well as Science, and all three departments strengthened. A special Convocation of Wesley College was held on June 9th, with Mr. J. A. M. Aikins, K.C., in the chair, supported by the Rev. Dr. Carman, of Toronto; the Rev. Principal Sparling and the Hon. R. P. Robin, Premier of Manitoba. Mr. Aikins, in his speech, expressed the hope that Wesley might, in the future, be able not only to grant degrees in Theology, but also in Agriculture and Domestic Economy. They were essentially an agricultural community, and he hoped the Government would appoint a Commission to investigate the whole question of higher education in this connection. The degree of B.D. was then conferred upon the Rev. T. J. J. Johnston, B.A., and the Rev. C. H. Cross, B.A., and that of D.D. upon the Rev. Solomon Cleaver, M.A., of Toronto. The Premier, in his remarks, concurred in the idea of a department for teaching Agriculture, and stated that it was the intention of the Government to appoint a Commission of Inquiry at an early date. Principal Sparling stated that the College had now $50,000 in endowment and property worth $125,000. It had a graduate list in Arts and Theology of over 108. He wanted the College to stand for cultivation of the mind, the heart, and the religious nature.

At the meeting of the Council of the University of Manitoba, on September 5th, it was announced that the Colleges and other bodies had elected the following gentlemen to the Council: St. John's College—Bishop Grisdale, Dean O'Meara, Archdeacon Fortier, the Rev. Canon Matheson and the Rev. Canon Coombes, Prof. E. B. Kenrick, Mr. H. Archibald, B.A.; Manitoba College—Principal Patrick, the Rev. Dr. Bryce, the Rev. Thomas Hart, B.D., Prof. Kilpatrick, the Rev. Dr. Duval, the Rev. C. B. Pitblado and Mr. A. Dawson, M.A.; St. Boniface College—the Rev. A. A. Cherrier, the Rev. L. Drummond, the Rev. J. Blain, Mr. Justice Dubuc, the Hon. J. E. P. Prendergast, Mr. J. K. Barrett, LL.D., Mr. F. W. Russell; Wesley College—Principal Sparling, Mr. J. A. M. Aikins, M.A., K.C., Mr. J. H. Ashdown, Prof. R.

R. Cochrane, the Rev. Dr. Stewart, the Rev. Prof. Riddell; Manitoba Medical College—Dr. H. H. Chown, Dr. England and Dr. J. O. Todd; Convocation—Dr. Bell, Dr. Jones, Dr. Laird, Mr. J. A. Machray, M.A., LL.D., Dr. E. W. Montgomery, Messrs. D. McIntyre, M.A., W. A. McIntyre, M.A., I. Pitblado, M.A., LL.B., Dr. E. S. Popham and J. C. Saul, M.A.; Provincial Government—Chief Justice Killam, Mr. Justice Richards, Mr. W. E. Perdue, B.A. Mr. Justice Dubuc was re-elected Vice-Chancellor by the Council. On October 1st, the Manitoba College was formally opened for the Session, with the Rev. Principal Patrick in the chair. It was announced that the position of Lecturer in Mathematics, vacant through the regretted death of Mr. W. E. James, B.A., had been filled by the appointment of Mr. Charles R. McInnes, M.A., Ph.D. Dr. Bryce delivered an elaborate address upon the proper use of the English language.

Education in the North-West Territories

The Annual Report of 1901 on Education in the Territories was issued on April 20th, and included two sections. Mr. J. A. Calder, Secretary of the Council of Public Instruction, reported to the Premier as Chairman of that body, and Mr. D. J. Goggin, M.A., reported as Superintendent of Education. The number of school districts erected in 1900 was 49 as against 51 in the previous year; the schools in operation numbered 492 as against 454 in 1899; the number of pupils enrolled were 20,343 and 18,801 respectively. The average attendance in 1900 was 9,430, and the total grants earned by all the schools was $163,014 as against $147,547 in 1899. The receipts for the year included $27,346 of balances in hand on January 1, 1900; $150,656 from Government grants; $185,823 from taxes collected during the year; $67,502 as proceeds of Debentures—making a total, with other miscellaneous sums, of $489,566 as against $416,005 in 1899 and $340,261 in 1898. The expenditures were $455,855, including $234,976 for teachers' salaries, $79,353 for school buildings and repairs, and $32,259 for Debenture indebtedness. There was $73,590 due to school districts, chiefly arrears of taxes, and $156,621 due by school districts. There were 353 licenses to teach granted in 1900, of which 181 were to females and 172 to males. Of the 592 teachers, who taught in the Territories in 1900, all but five per cent., had professional or Normal School training and no less than 87 per cent. held either first or second-class certificates. The average monthly salary paid to all teachers was $44.39 for the time during which they taught. In concluding his Report, Mr. Calder pointed out that school districts were rapidly and frequently passing from the pioneer state, where Government help was imperative, to the stage where some measure of self-help was possible, and that if action should be taken by the Assembly in this connection, "it is respectfully suggested that any system, which may be adopted, should provide for the payment of grants, at least, partially in proportion to the ability of districts to support their schools." The chief troubles they had to face now were the constant change of teachers, the irregular attendance of pupils, and the short term of the summer school. In view of the absence of

municipal institutions and the fluctuating state of district boundaries, he thought changes of school district areas should only take place once a year. The formation of school districts should be compulsory and not optional, and should be in the hands of the Government. Sanitary and hygienic considerations had had little attention in the building of school-houses, and he hoped that regulations would soon be adopted in this connection. Mr. Goggin dealt, in his Report, with the purely educational features of the situation. "The truest test of a school is the character of the life the pupil lives in it each day." He dealt, at some length, with the large amount of study expected from pupils in their own homes, and, upon the whole, deprecated the policy except in certain specified cases.

During the Session of the Legislature an Ordinance was passed dealing with assessment and taxation in school districts; and another regulating the public aid granted to schools. In the last mentioned matter it was intended to try and equalize the burdens in the several districts in which the land tax system was compulsory. Upon this subject a debate took place in the Assembly on June 5th. Mr. Haultain, the Premier, pointed out in his remarks that for some years the school grants had been largely in excess of the amount of money at the disposal of the Territorial Government. "The policy had been to starve, if necessary, other equally necessary services to keep up the schools." It was very embarrassing in this respect to find the school districts so steadily increasing in number and in availability for grants. They were face to face with the double problem of reducing the grants and of re-adjusting them so as to equalize the burdens upon the people more fully. It would not be possible to do so entirely. Those who had built up and maintained rich communities expected and perhaps deserved more than those whose settlements were still small and struggling. At the same time a better average than the present should be reached. The total amount now paid to town and village schools was $366 each and to rural schools was $337 each.

Side by side with this proposed re-adjustment of grants, ran the School Assessment Ordinance by which the land tax for school purposes was made obligatory. Under the new system of grants, graded according to the size of the districts, the average one of 6,400 acres would receive about $303 a year and the district would then have to raise a rate of 5 cents an acre or $8 a quarter section, which he thought, was not an unreasonable tax. Another change in the law was a change in the attendance grant to a per-centage basis. "Regular attendance is more to be desired than large attendance." The total reduction of the grant to town and village schools would amount to about 30 per cent. It would now stand at 90 cents a day straight grant, 10 cents per day for a first-class teacher and 15 cents per day attendance grant. This was a considerable change but it was still double the grant paid to the same class of schools in Manitoba. There was, also, Mr. Haultain explained, to be a special sum devoted to conveyances for the bringing of children from a distance. This

would encourage large schools and cheapen the system in its general application. The plan was already in vogue in New Brunswick, had been very successful in Australia and was being utilized largely in the United States. After some general criticism from Mr. R. B. Bennett and miscellaneous discussion the measure became law in due course.

Education in British Columbia

In this Province the annual Report covering the fiscal year 1899-1900 was made public on March 8, 1901. The number of pupils enrolled were stated as being 21,531, or an increase of 2,346 over the preceding year. At the four High Schools of the Province the enrollment was 553; at the graded schools, 13,813; at the common schools, 7,165. The average attendance was 13,667 and the average actual daily attendance was 13,438. The grand total actual attendance was 2,696,906 or an increase for the year of 349,150. There were 298 schools in operation during the year inclusive of 4 High Schools with 13 teachers; 48 graded schools with 235 teachers; 246 common schools with 246 teachers. The total increase in the number of schools was 18 and in the number of teachers 33. Of the expenditure upon education $196,077 went for teachers' salaries; $17,288 for incidental expenses; $61,787 for per capita grant to city districts; $11,165 to the Education Department. The expenditure for the construction of new school-houses and repairs and improvements on school property was $22,569, as against $67,362 in the preceding year. The total cost to the Provincial Government of all educational objects was $307,479. At the same time the cities of Victoria, Vancouver, Nanaimo and New Westminster expended in addition to their Provincial grants the sum of $81,888. As an illustration of the way expenses grow in a new country it was stated that in the Kootenay District the teachers of five years before had numbered 13 at a cost of $9,750; in the year just ended they had numbered 76 at a total cost of $50,821. The cost of each pupil, on enrollment, had been $13.29 and on average daily attendance $21.29. The average monthly salary in city districts for teachers was $60.52 and in rural districts $51.33. The number of school districts was 231.

On March 11th, a strong Resolution was passed by the Vancouver City Council protesting against proposed legislation which would enable the School Board in a city to compel the submission of by-laws providing further sums for the erection of school buildings—without regard to the financial position of the municipality. Mayor Townley, in referring to the subject, claimed that it was a serious one for Vancouver as the school rate was now nearly four mills, while the sum required for interest, etc., was seven mills and this left only five mills for carrying on the whole work of the city. His Worship pointed out that at the present time a two years' University course was given free in High Schools; that the salaries of the teachers amounted to $650 per month; and that the parents of students participating in such advantages should bear some part of the expense. Vancouver was now paying $100,000, or one-fourth of the entire educational expenses of the Province, and this legislation would

involve the city in still greater burdens. In Victoria, during the same month, an agitation for larger salaries amongst the school teachers culminated in a petition to the School Board which declared that the wages paid were below those given for skilled labour; that the amount was barely sufficient for the necessities of life, to say nothing of the dignity of a profession; that the difference between the salaries paid to Principals and subordinate teachers was excessive; that many teachers of worth and long service had received no increases for years; that the inducements in other kinds of business were making teaching less attractive every day.

School Legislation in British Columbia

An important measure was introduced in the Legislature at Victoria on March 7th by the Hon. J. D. Prentice, Minister of Education, which proposed a number of serious changes in the existing system. The first and most important was, perhaps, the increase in the poll-tax from $3 to $5, and its application to purposes of education; the second was the making of School Boards in the cities absolutely independent of the Municipal Councils with a view to removing a fruitful source of friction. The Government, in this Act, made provision for their own collection of the poll-tax in the cities as well as in the rural districts, and thus proposed to do away with a source of conflict between themselves and the municipalities in the past. In order to make up the consequent loss to the cities, a re-classification was made in the city school districts as to the Government grant for municipal education. When the average daily attendance equalled or exceeded 1,000 during the year, the per capita grant was to be $13. This would apply to Vancouver and Victoria. Where it was 250, or over, it would be $15, and would apply (at present) to Nanaimo, Nelson, New Westminster, and Rossland. Where the attendance was below 250, the grant was to be $20. Provision was also made for $300 to be granted for each High School teacher employed where the building and equipment were satisfactory to the Council of Public Instruction. Compulsory school attendance of children for six months in the year was retained for the rural districts, but was extended to the whole term in the cities, under the usual rules and conditions. A property qualification of $500 was established for City Trustees. Third-class teachers were not to be allowed to renew their three-year certificates, and, in future, certificates were to be only given to graduates of Normal Schools—with the exception of those who had taught for ten years in the Province.

At the second reading of the Bill, on March 13th, the Hon. Mr. Prentice spoke at some length. He explained its provisions, and declared that though the increase in the poll-tax might be unpopular, it was absolutely necessary. The school estimates for 1901-02 were $373,103, or an increase of $46,573 over the previous year. But the new tax would add $123,158 to the estimated revenue. This taxation was the only way of reaching the 20,000 Chinese and Japanese in the Province, and they expected to get $60,000 of the sum total out of that class. He thought that School Trustees should have full powers

in dealing with school matters; otherwise their whole duties might as well be relegated to the City Councils. He referred to the growing demand for improved text-books in the schools, and said that he had discussed the subject with Mr. Robinson, the Superintendent of Education, and with various Superintendents and Inspectors. "There is no doubt that a revised set of text-books is badly needed."

But the Government could not possibly undertake the responsibility and expense of publishing new books themselves, with the consequent necessity of buying out existing copyrights. Mr. Joseph Martin opposed the measure, chiefly on the ground of its imposing extra taxation on the poor man, and taxation of a kind very difficult to collect. He did not believe in property qualification for any public representative and thought Trustees should not be given the power of dictating taxation to the ratepayers of a city. Mr. A. L. McPhillips, on March 19th, expressed the hope that a reserve of land for school purposes would be set apart. There ought to be some restriction placed upon the demands of School Trustees in the cities. He drew attention to the foreign character of some of the text-books and stated that, within his knowledge, at recent exercises in a Public School, three-fourths of the subjects were taken from American books. The second reading carried unanimously on the following day. In Committee of the House the section defining the powers of School Boards and making them practically independent of the City Councils was debated at length. Mr. McPhillips moved, on April 1st, that the whole section be struck out, on the ground that whether it limited the powers of the Trustees or increased them there would be dissatisfaction. Mr. Martin thought something should be done to remove existing causes of friction. The Minister of Education did not object to the elimination of the clause for this Session, as there seemed to be no positive expression of public opinion on the subject. Mr. Smith Curtis contended that the City Councils had to raise the money, and be responsible to the electorate, and they ought, therefore, to control the expenditure—subject to the expression of the ratepayers' opinion. The section was finally eliminated and the measure then passed the House.

General Incidents in Higher Education

Brandon College, in the Manitoba city of that name, is a new chartered institution under control of a Board of Directors appointed by the Baptist Convention of Manitoba and the Territories. It was formally opened and dedicated on October 1, 1901. The Rev. Dr. A. P. McDiarmid, Principal of the College, presided, and with him were Principal McCrimmon, of Woodstock College, Ontario, the Rev. Dr. Spencer, of Brantford, Mayor Fraser, of Brandon, and others. Various references were made to the exertions of Professor S. J. McKee in developing the work of the College. The subscriptions for the institution were stated to be about $20,000 from Manitoba and the Territories and over $12,000 from Ontario. The total amount needed was $44,000. The building was planned for the residence of eighty students and the instruction of two hundred, or more. New members of the

teaching staff in the persons of the Rev. H. P. Whidden, B.A., and Mr. W. S. Fox, B.A., were appointed early in the year.

The annual meeting of the Montreal Diocesan Theological College was held on May 21st with His Grace Archbishop Bond presiding. Amongst others present were the Rev. Principal H. M. M. Hackett, D.C.L., LL.D., the Rev. E. I. Rexford, Dr. Alexander Johnson and Messrs. George Hague, James Crathern, A. F. Gault, C. Carsley and G. E. Drummond. The financial statement showed a revenue of $9,720 and expenditures of $11,313, and the Principal stated that 29 students were in attendance during the session. The departments were all in good working order, but more money was needed and an Endowment Fund of $50,000 had been started, of which $10,000 was already assured. Dr. Hackett then referred to the retirement on January 17th of the Rev. F. J. Steen, M.A., Professor of Apologetics and Ecclesiastical History, whose place had not yet been filled. It appeared that Professor Steen had given lectures to the students which, in the opinion of the Board of Governors, conveyed undesirable impressions and, on the date mentioned, a note book of one of the students containing a report of a particular address was submitted to the Professor who, after a Committee of the Board had pointed out their opinion that its statements were misleading and calculated to leave erroneous impressions, formally accepted the note book as an accurate expression of his statements and declared himself amazed that any exception could be taken to them. The Committee therefore reported that they were dissatisfied with Prof. Steen's methods of instruction, the latter submitted his resignation and it had been duly accepted. The Rev. Mr. Rexford confirmed this statement of the case and the report of the Principal was unanimously accepted. On June 18th it was announced that the vacant post had been offered to the Rev. O. W. Howard, M.A., B.D., of St. George's Church. Later on he accepted the position.

The Presbyterian Theological College of Montreal held its annual Convocation on April 9th with the Rev. Principal McVicar presiding. The Rev. H. A. Turner, B.A., B.D., was the gold-medallist and valedictarian of the year and also winner of the Morrice Travelling Fellowship of $500. The Principal in his address referred to the growing lack of missionaries, in the North-West particularly. According to a recent statement of the Rev. Dr. Robertson, 11 missions had been vacant in the preceding summer, in the autumn 53 missions were without supply and over 200 mission stations were vacant at the present time. He urged that earnest thought and action should be devoted to this subject and announced that by a recent mail he had received a $1,400 cheque from Mrs. Peter Redpath to found a Scholarship in the College in honour of her late husband. The Honorary degree of D.D. was then conferred upon the Rev. A. J. Mowatt of Montreal, the Rev. G. Munro of Ridgetown and the Rev. Principal John Wilkie. The degree, by examination, was also given to the Rev. W. M. Tuffts, of Stellarton, N.S. The degree of B.D. was conferred upon the Rev. Messrs. D. MacVicar, B.A.,

H. H. Turner, B.A., W. H. Smith, M.A., A. Massie Hill, B.A., and J. G. McIvor, B.A.—all of Canada.

At the annual Convocation of the Wesleyan Theological College of Montreal on April 30, 1901, several interesting incidents occurred. The new Principal, the Rev. Dr. Maggs, presided, and the Registrar reported that all branches of the College work were progressing satisfactorily and that the Missionary Society had been able to continue its support of the Japanese Mission. He appealed for support to be given the College Library, which was greatly in need of assistance. The names of a number of successful students were announced; six graduates received the degree of S.T.L.; that of B.D. was conferred upon the Rev. T. G. McAteer, S.T.L.; and the degree of D.D. upon Rev. A. E. Gregory of England and the Rev. R. Whittington, M.A., B.Sc., of British Columbia. An Address and presentation was then made to the Rev. Dr. J. C. Antliff who had lately resigned the Professorship of Homiletics and Apologetics in the College after a seven years' tenure of the position. In the course of his speech Dr. Antliff urged the students who were about to commence their ministerial life-work to guard against indifference to small things. A deputation composed of the Rev. H. H. Graham and Major E. L. Bond attended on behalf of the Governors and Alumni of the Diocesan Theological College and fraternal greetings were presented immediately after Dr. Antliff's address and most cordially accepted. The Rev. Chancellor Burwash, of Victoria University, Toronto, then spoke and referred to the splendid work which had been done by Principal Maggs during his first year of office and to the North-West evangelization duty which was now being imposed upon the Christian churches.

In the Congregational College of Montreal the chief event during the year was the retirement of the Rev. Dr. J. Henry George from the post of President and the appointment—which was announced on August 1st—of the Rev. E. Musson Hill, D.D., of Calvary Church, Montreal. A native of Vermont and a graduate of Yale, Dr. Hill had held his pastoral charge in Montreal since 1883.

Incidents of Higher Catholic Education

St. Michael's College, Toronto, held its annual Commencement on June 18th. Archbishop O'Connor, the Very Rev. Father Marijon, the Very Rev. Father Durand, of France, Superior-General of the Community of St. Basil, the Very Rev. J. J. McCann and the Rev. Dr. Teefy, Superior of the College, were amongst those present on the platform. A large number of medals, scholarships and prizes were given. The annual dinner of the Alumni Association was held on July 2nd, the Very Rev. Mr. McCann occupying the chair in the absence of Mr. J. J. J. Foy, K.C., M.P.P. In proposing the toast of the Pope's health, the Chairman spoke of the work performed by the President, Mr. Foy, during the year. "By his generosity toward the graduating classes of the year over thirty new members have been added to the list of Alumni." The second toast was the King; the third was the Basilian Fathers, who, said the Chairman, "have furthered the spiritual and temporal

advancement of thousands of young men not only in Toronto and the Province of Ontario but throughout the whole continent. To this Father Durand responded and to the health of the Hierarchy and Clergy, Archbishop O'Connor and Archbishop Gauthier, of Kingston, replied. The latter stated that "many priests of my Arch-diocese are graduates of this great hall of learning and are among my very best men—men full of zeal and learning." Other speakers were the Rev. Dr. Teefy, the Rev. Dr. Tracy, Dr. J. J. Cassidy, Mr. Nicholas Murphy, K.C., and the Rev. Father R. McBrady. The last named was stated to be about to enter upon the duties of Superior of Assumption College, Sandwich, in succession to the Rev. Dr. Cushing. At a subsequent meeting of the Association, Mr. J. J. Foy and the other officers were re-elected.

The annual exercises of St. Francis Xavier College, Antigonish, N.S., was held on June 12th with the Rev. Dr. A. M. Thompson presiding. Mr. H. B. Gillies, B.A., delivered a Salutory address dealing with the relations of science and religion and eight degrees of B.A. were then conferred upon graduates, together with a number of medals and prizes. The annual gathering of St. Joseph's College, at St. Joseph, N.B., was held on June 21st with Judge Landry, the Hon. A. D. Richard and others present. The Valedictory was delivered in French by Mr. M. D. Cormier, B.A., and dealt with the condition of the Acadians, while a similar address by Mr. W. M. Duke dealt with the question of "What Canada expects from us." Two degrees of B.A. and nine of M.A. were then conferred together with various prizes. At St. Mary's College, Montreal, on August 1st, it was announced that the Rev. T. Filiatrault, Superior of the Society of Jesus in Canada, had appointed the Rev. A. Turgeon Rector for the ensuing year. At Loyala College, the Rev. Arthur Jones was also appointed Rector.

On September 20th, it was stated that the Rev. Canon M. Z. Racicot had resigned his position of Vice-Rector of Laval University, for Montreal, and had been succeeded by the Rev. Canon M. A. J. Archambault, Chancellor of the Arch-diocese. For the year ending June 30, 1900, the number of Professors in this institution, at Quebec and Montreal, and including its Faculties of Theology, Law, Medicine and Arts and the Polytechnic School, was 144. The students of Theology in Laval University, Quebec, numbered 71, and in Montreal 267; the students of Law were, repectively, 58 and 114; those of Medicine were 107 and 147; those of Arts numbered 95 and 45, respectively; the students at the Polytechnic School, in Montreal were 25 and those at the Veterinary School 7. The graduates of the University in 1900 numbered 143, and the affiliated or associated institutions numbered 23. During the year the University at Montreal received its annual grant of $10,000 from the Provincial Government for the maintenance of its Polytechnic School, and $2,000 each for the Faculties of Law and Medicine.

Section X—TRANSPORTATION INTERESTS

The Railways of Canada

The railway mileage of Canada in the fiscal year 1900 was 17,636; in 1901, 18,294. Of the latter total all but 110 miles were laid with steel rails, and with the exception of 634 miles, were built as single-track roads. The capital paid-up of Canadian railways was $1,042,785,539, on June 30, 1901, an increase of $50,000,000 upon the preceding year; the number of miles in actual operation was 18,140; the gross earnings were $72,898,749; the working expenses, $50,368,726; the net earnings, $22,530,023; the passengers carried numbered 18,385,722; the freight carried amounted to 36,999,371 tons; the train mileage was 53,349,394. According to the annual Report of the Minister of Railways and Canals for 1901, the nominal paid-up capital of Canadian railways, on June 30th, included (in greatly condensed figures) $291,340,772 of ordinary shares; $133,073,541 of preference shares; $391,696,522 of bonded debt; $166,158,731 of aid from the Dominion Government; $32,395,520 of aid from the Provinces; $16,310,252 of aid from the Municipalities; and $11,810,194 from miscellaneous sources. The Government and Municipal loans, bonuses and promised aid to railways, completed or under construction, up to June 30, 1901, were as follows:—

Dominion Government	$174,501,269
Ontario Government	8,709,578
Quebec Government	17,700,936
New Brunswick Government	4,544,439
Nova Scotia Government	2,619,316
Manitoba Government	1,841,952
British Columbia Government	37,500
Municipalities in Ontario	12,198,164
" " Quebec	4,881,574
" " New Brunswick	361,500
" " Nova Scotia	485,559
" " Manitoba	596,600
" " British Columbia	37,500
North-West Territories	25,000
Total	$228,540,887

Of this sum the Dominion and Provincial Governments had lent to railways, $20,613,489; given them in the form of bonuses, $189,041,503; and subscribed to shares or bonds (New Brunswick), $300,000. The Municipalities lent them $3,414,311; gave bonuses to the extent of $12,331,086; and subscribed to shares and bonds to the extent of $2,839,500. The total expenditure by the Dominion Government upon the railways prior to, and since Confederation in 1867, amounted to $157,594,740 up to the year 1901, while the working expenses for operation, etc., on the Government roads made $87,130,523 additional. The principal subsidies paid during the fiscal year ending June 30,

1901, included $345,323 to the Great Northern Railway; $205,524 to the Canadian Pacific Railway Company for the Crow's Nest Pass Line; $90,000 to the Ottawa and New York Railway Company; $228,371 to the Grand Trunk Railway Company for the Victoria Bridge; $88,400 to the South Shore Railway Company; $132,800 to the Inverness and Richmond Line; $537,600 to the Canadian Northern; $92,800 to the Pipestone Branch of the Canadian Pacific Railway; $67,200 to the Central Ontario Railway; $170,264 to the Midland; $74,570 to the Quebec Bridge Company; $212,500 *re* the Interprovincial Bridge at Ottawa; and $186,600 to the Atlantic and North-Western. To this total of $2,512,328 may be added $974,306, paid out between July 1 and December 1, 1901, of which $699,970, paid to the Canadian Northern, was the chief item.

The Canadian Pacific Railway

This Railway crosses the continent from Montreal to Vancouver with a main line 2,904 miles in length and possesses branch lines and controlled lines totalling up to a mileage of 10,633. The Eastern Division of the Railway has a mileage of 1,282; the Ontario and Quebec Division has 784 miles and includes chiefly a leased line—the Ontario and Quebec Railway; the Lake Superior Division has a mileage of 973; the Atlantic Division, composed chiefly of a leased line—the New Brunswick Railway—has 689 miles; the Western Division has a mileage of 3,717; the Pacific Division is 909 miles in length. These main and branch lines possess a total mileage of 8,356 and the Canadian Pacific also controls the Minneapolis, St. Paul and Sault Ste. Marie Railway with a mileage of 1,409 and the Duluth, South Shore and Atlantic Railway with 568 miles of road. The condensed balance sheet of the Company on June 30, 1901, stated the cost of the Railway and equipment to be $225,353,616; the cost of the ocean, lake and river steamships, less amount applied in reduction, to be $4,123,591; the acquired securities held against debenture stock issued, at $34,589,455; other acquired securities at $2,192,161; real estate, consisting of hotels and buildings held by Trustees for the Company, at $1,448,381; the balances still due on lands sold, at $3,467,394; the balances due on town sites in the North-West, at $185,475; advances to the Montreal and Atlantic and the Duluth Line, at $660,357; material and supplies in hand at $2,924,912; the station and traffic balances and accounts receivable at $4,266,942; advances pending issue of securities to two British Columbia Lines, $1,135,737; miscellaneous securities and advances at $1,204,719; amounts due from Imperial and Dominion Governments, $172,361; cash in hand $9,793,462. The total assets were, therefore, $291,518,571 and to this sum might be added the undefined value of 16,104,403 acres of land owned by the Company. The liabilities were stated as follows:—

Capital Stock (Ordinary)	$65,000,000
Four per cent. Preference Stock	31,171,000
Four per cent. Consolidated Debenture Stock	60,369,082
Mortgage Bonds	47,238,086
Land Grant Bonds	17,831,000

Current Account, etc	$4,364,851
Interest and Rentals	1,828,279
Cash subsidies from Governments and Municipalities	29,930,590
Net proceeds of Land Sales	22,663,120
Surplus earnings account	11,122,563
Total	$291,518,571

Between January 1, 1900, and June 30, 1901, the sum spent on improvements and repairs of the main line was $2,196,274 and on branch lines and telegraph extensions $217,015. Upon leased or acquired lines $745,891 was spent. On June 30th of the last year mentioned, the Canadian Pacific Railway had an equipment of 708 locomotives, 662 passenger cars, 115 first-class sleeping and dining cars, 33 parlour and official cars, 20,083 freight and cattle cars, 363 conductor's vans. The Company had also five ocean steamships, three lake steamers, two ferry steamers, 13 river steamers and 6 tugs. The earnings for the year were $30,855,203, of which $8,083,369 came from passengers; $18,983,185 from freight; $651,805 from mails; $472,181 from parlour and sleeping cars; $691,208 from express; $1,973,452 from telegraphs, grain elevators and miscellaneous matters —including profit on Pacific steamships. The working expenses were as follows:—

Conducting Transportation	$4,476,123
Maintenance of Way	4,196,188
Motive Power	5,745,730
Maintenance of Cars	1,661,225
Parlour and Sleeping Car expenses	99,348
Expenses of Lake and River steamers	447,249
General Expenses	1,670,904
Commerical Telegraph	449,058
	$18,745,825

The freight carried included 3,735,873 barrels of flour, 32,927,468 bushels of grain, 945,386 head of live stock, 889,214,646 feet of lumber, 204,818 cords of firewood, 1,954,386 tons of manufactured articles, 2,206,970 tons of miscellaneous articles. There were 7,155,813 tons of freight carried, and the earnings per ton per mile on this freight were 79 cents. The number of passengers carried was 4,337,799, and the earnings per passenger per mile $1.93. The net earnings for the year ending June 30, 1901, were $12,109,375, and to this was added interest on deposits, loans, etc., amounting to $933,425. After taking from the total certain fixed charges amounting to $7,305,835, the surplus for the year was stated in the annual Report of the Company at $5,736,965. Out of this was to be taken $150,000 for the cost of steamships and dividends amounting to $4,472,506.

A somewhat discussed question during the year in connection with the Canadian Pacific Railway, was the possibility of United States capitalists obtaining control of its stock and important Canadian interests. At Montreal, on May 26th, Mr. T. G. Shaughnessy, President of the Railway, was interviewed on behalf of the Toronto

Mail and Empire, and expressed the opinion that the recent advance in the stock of the Company was due largely to the absence of manipulation by its Directors and to the consequent greater confidence of the public. "The stock is, therefore, passing more and more into the hands of individual investors." This was a factor in the possibility of aliens acquiring control of the road. "There are at present," said Mr. Shaughnessy, "between fifteen and twenty thousand shareholders of the Canadian Pacific Railway, so that it would not be such an easy task to secure a controlling interest, as the individual shareholders would not be likely to part with their holdings except at a very good price. But, so far as I know there is no foundation for these reports, nor do I know that any of the interests mentioned have contemplated getting control of the Canadian Pacific Railway." The Board of Directors of the Canadian Pacific Railway for 1901 was composed of Sir W. C. VanHorne, Chairman, and Sir T. G. Shaughnessy, President of the Company, and the following members: Lord Strathcona and Mount Royal, Mr. R. B. Angus, Mr. E. B. Osler, M.P., Sir Sandford Fleming, K.C.M.G., Mr. W. D. Matthews, Mr. Charles R. Hosmer—all of Montreal and Toronto—with Mr. George R. Harris, of Boston, Mr. Thomas Skinner, of London, General Samuel Thomas and Mr. John W. Mackay, of New York. The Executive Committee was composed of the Chairman and President, Lord Strathcona and Messrs. Angus and Osler. Mr. D. McNicoll was 2nd Vice-President and General Manager, and Mr. Charles Drinkwater Secretary.

During the year a number of important changes were made in the staff of officers. In February Mr. William Downie, Superintendent of one of the British Columbia Sections of the Canadian Pacific Railway, was appointed Superintendent of the Crow's Nest Pass Railway and other lines in the Kootenay, and was tendered a banquet on his departure from Vancouver to Nelson. This event occurred on February 28th, and was presided over by Mayor Townley, with Lieut.-Colonel Worsnop, Mr. F. L. Carter-Cotton and Mr. J. F. Garden, M.P.P., amongst the speakers. On April 15th, Mr. E. J. Duchesnay was banqueted at Revelstoke upon his appointment as an Assistant-General Superintendent of the Railway. Various changes came into operation on May 1st, including the appointment of Mr. J. W. Leonard as General Superintendent at Winnipeg, for the Western Division; Mr. C. W. Spencer at Montreal, for the Eastern Division; Mr. H. P. Timmerman at Toronto, for the Ontario Division; Mr. James Osborne at St. John, for the Atlantic Division; Mr. Thomas Tait at Montreal, as Manager of Transportation; Mr. William Whyte at Winnipeg as Assistant to the President. At Galt, on May 3rd, a banquet was given to Mr. W. B. Lanigan who had been recently appointed Assistant-General Freight Agent of the Ontario Division, and at St. John, N.B., a similar compliment was conferred upon Mr. H. P. Timmerman on his transfer to Toronto. At this latter function, Mr. W. H. Thorne presided, and amongst the speakers were Mayor Daniel, Chief Justice Tuck, Mr. Wetmore Merritt, President of the Board of Trade, and Dr. Pugsley, Attorney-General. Early in the year Mr. A. R. Creelman,

K.C., of Toronto, became Chief Solicitor to the Company. In October Mr. W. R. Baker, of Winnipeg, was transferred to Montreal as Assistant to the 2nd Vice-President, and on October 31st, was entertained at a dinner by the Board of Trade. He was presented with a silver tea service in token of the great popularity which he had won in Winnipeg. On December 9th, it was announced that Mr. I. G. Ogden had been appointed 3rd Vice-President and Mr. G. M. Bosworth 4th Vice-President. Under the new arrangements thus entered into, Mr. McNicoll was to control the operation of the road, Mr. Ogden the finances and accounts, and Mr. Bosworth the traffic details. They really became heads of departments with only the President to report to and advise with.

The Grand Trunk Railway

This system of railways, in 1900, had a Canadian mileage of 3,158, and a paid-up capital of $343,722,162. It carried passengers to the number of 6,214,374, and freight to the amount of 9,621,705 tons. The train mileage was 16,488,361, the receipts, $20,430,167, and the expenses, $12,999,371. The earnings from passenger traffic were $5,478,775, and from freight traffic, $13,329,695; the maintenance of lines and buildings cost $2,714,895; the working expenses and repairs of engines and cars cost $5,862,117; and the general working expenses were $4,422,359. Of the freight carried there were 543,400 tons of flour, 1,503,115 tons of grain, 329,533 tons of live stock, 1,445,941 tons of lumber, 223,675 tons of firewood, 1,103,302 tons of manufactured goods, and 4,472,739 tons of miscellaneous articles.

A semi-annual meeting of the Directors of the Grand Trunk System was held in London, on April 30th, with Sir Charles Rivers Wilson, the President, in the chair. The latter spoke with hopefulness of the increased traffic which should come as a result of the Buffalo (New York) Exposition, and of the advantages accruing from the entrance of the road into the United States at Buffalo. He stated that for some time past the existing Elevator accommodation at Portland, U.S., had been inadequate, and had involved serious detention of loaded cars and loss of revenue. In order to obviate these difficulties the Directors had decided to construct a new grain Elevator at Portland of about 1,500,000 bushels capacity, and for this purpose the Company had arranged to borrow the necessary money from local banks at 3¾ per cent. interest. An additional wharf was also to be built, and other improvements made. The President thought the feeling in Canada upon this matter unjustifiable, as Montreal's facilities for shipping and storing grain were extremely inadequate. The half-yearly Report showed the gross receipts to be $12,096,090, the working expenses, $8,162,585, and the net traffic receipts, $3,933,505. The 4 per cent. debenture stock had been increased by $2,092,575, which had been applied on other loans, and by which a saving of $23,000 per annum was secured. Amongst the expenditures from capital account were $249,895 upon new works and sidings, $373,260 upon double tracks, and $547,835 upon rolling stock. In the Chicago and Grand Trunk—or the Grand Trunk Western Railway, as it was now called—

which the Directors had acquired under a sale by foreclosure, the gross receipts for the year 1900 had amounted to $4,416,525, as against $4,006,860 in 1899, and the working expenses, $3,651,385, as compared with $3,373,045 in 1899. It was announced that on December 11, 1900, Mr. Charles M. Hays had retired from the post of General Manager, and been replaced by Mr. George B. Reeve (General Traffic Manager).

On October 8, 1901, another half-yearly meeting of the Directors was held, and the Report for the six months, ended June 30th, submitted. The gross receipts * were $11,438,975, the working expenses $7,723,055, and the net traffic receipts, $3,715,915. With other sums received the latter total reached $4,339,040. The net revenue charges for the half-year included $388,075 on rentals for leased lines; $2,292,300 interest on debenture stocks and bonds; $326,290 interest on stocks and bonds of acquired lines; $31,105 advance to the Grand Trunk Western, and $91,050 to the Detroit, Grand Haven and Milwaukee branch Lines. With one or two minor items, debited or credited, the surplus for the six months was $984,175, out of which dividends were paid on the four per cent. guaranteed stock and the first preference stock. Since the previous meeting, the Directors had leased the Cincinnati, Saginaw and Mackinaw Railway, with a length of 53 miles. During the half-year 3,205,441 passengers had been carried, with receipts of $2,760,585, and 5,613,613 tons of freight and live stock, with receipts of $7,806,280. The increase in all directions over the period ending June 30, 1900, was marked. The train mileage for passengers was 3,313,169, and for freight 5,250,887. The gross receipts of the Grand Trunk Western were $2,183,980, the working expenses, $1,932,590, the net profits, $251,390, and the net revenue charges, $282,495—showing a deficit of $31,105. The gross receipts of the Detroit, Grand Haven and Milwaukee were $485,835, the working expenses, $390,355, the net profits, $95,480, and the net revenue charges, $186,530—leaving a deficit of $91,050.

The bonded indebtedness of the Grand Trunk on June 30, 1901, was stated at $13,522,000; the debenture stocks at $106,378,190; the total annual interest, payable, at $5,296,525. The rentals charged in net revenue account included $12,698,940 divided amongst the Atlantic and St. Lawrence, the Chicago, Detroit and Canada Grand Trunk and the Buffalo and Lake Huron, with a yearly charge of $713,470. The bonds of controlled lines amounted to $18,842,820 and the annual charge to $884,370. Securities which had been acquired by the issue of Grand Trunk 5 per cent. debenture stock, under the Act of 1874, amounted to $17,684,445 and the interest upon them to $927,190; those acquired by the issue of 4 per cent. consolidated debenture stock from August 12, 1882, to June 30, 1901, amounted to $36,457,865 and the interest thereon to $1,887,425. Securities held by the public, which may be acquired by the Company, under the issue of 4 per cent. debenture stock, and subject to the consent of

* The British currency, as given in the official Reports, has been changed here and elsewhere into Canadian figures.

the holders, amounted to $82,249,985 bearing interest totalling $4,130,965. Securities owned by the shareholders of the Grand Trunk Railway Company were stated at $132,713,750.

According to the Report of the Minister of Railways for 1901 the length of the Grand Trunk Railway, proper, without its branch or leased lines, was 883 miles and the ordinary share capital subscribed and paid up on June 30th was $109,356,584. The preference share capital was placed at $89,244,198; the bonded debt authorized was $167,253,996—including many securities of amalgamated lines—and the paid up portion was stated at $90,410,830; the amount of loans received from the Dominion Government was $15,142,633. The total capital was placed at $304,154,246 and the total cost of the Railway and rolling stock at $332,920,945. The Directors of the Grand Trunk Railway System for 1901 included the President, Sir Charles Rivers Wilson, G.C.M.G., C.B., and the Vice-President, Mr. Joseph Price; Messrs. George Allen, George Von Chauvin, J. A. Clutton-Brock, Alexander Hubbard, L. J. Seargeant, A. W. Smithers; Lord Welby, G.C.B., Sir W. Lawrence Young, Bart., and Sir Henry M. Jackson, Bart.; all of England. Some changes in the Canadian staff took place during the year. The appointment of Mr. George Bell Reeve, as General Manager and 2nd Vice-President, late in 1900, has already been referred to and it may be added that his predecessor, Mr. C. M. Hays, had been banqueted on December 17th at the Windsor Hotel by two hundred of the leading citizens of Montreal. Senator Mackay occupied the chair and some of those present were the Hon. S. A. Fisher, Minister of Agriculture, Mayor Prefontaine, Mr. C. Drinkwater, Secretary of the Canadian Pacific Railway, Senator J. P. B. Casgrain, Mr. R. Bickerdike, M.P., the Hon. A. G. Blair, Minister of Railways, Mr. R. S. White, Principal Peterson, of McGill University, Mr. James Crathern, Mr. L. E. Geoffrion, President of La Chambe de Commerce, and Mr. E. F. Craig, President of the Corn Exchange Association. The Montreal *Herald*, of the succeeding day, referred to the rise in Grand Trunk securities and the general transformation of the road under Mr. Hays' administration and declared that "it is the unanimous judgment of those who have observed the reforming process at close range that, making allowances for favourable conditions, Mr. Hays has demonstrated his superiority as a railway organizer." Upon January 1, 1901, Mr. William Wainwright became General Manager and Comptroller of the System and Mr. Frank Scott, Treasurer. On March 6th, following, Mr. R. S. Logan, Assistant to Mr. Reeve, resigned to accept the post of General Manager of the Central Vermont Railway—a part of the Grand Trunk System—and Mr. J. E. Dalrymple was appointed in his place. At the close of the year for which he had been appointed Mr. Reeve retired from his position and Mr. Charles M. Hays again assumed control of the Railway. A dinner was given to Mr. Reeve by the heads of departments in the System on December 19, 1901. Mr. Wainwright presided and there was a large attendance of railway men.

The Inter-Colonial and Government Railways

The Government railways of the Dominion include the Intercolonial and its branches and the Prince Edward Island Railway. The former had a track mileage of 1,360 and the latter of 211 on June 30, 1901. The Windsor Branch of the Intercolonial was 32 miles in length. The working expenses of the Intercolonial for the fiscal year were $5,320,422 and the earnings $4,972,235—showing a deficit of $348,186. The $140,000 rental paid annually to the Grand Trunk was not included in these figures. The Windsor Branch showed a profit of $30,399 and the Prince Edward Island Railway showed working expenses of $261,766 and earnings of $193,883, or a deficit of $67,882. These figures indicated a total loss on the year's operations of $385,670, or with the Grand Trunk rental, of $525,670. The total gross earnings of Government railways during the year was, therefore, $5,213,381, and the gross working expenses $5,599,051* as against $4,774,162 and $4,665,228 respectively in the preceding year. The total deficit in 1901 was, therefore, $385,670, as compared with a surplus of $108,934 in 1900. The tons of freight carried during the year upon the Intercolonial Railway were 2,111,310, or 40,000 less than in 1900, and the number of passengers carried was 2,025,295, or 233,000 more than in the preceding year. Of the freight carried there were 1,292,106 barrels of flour, 3,535,364 bushels of grain, 396,858,964 feet of lumber and 95,923 head of cattle. In all of these products there was an increase—grain showing 815,000 bushels improvement. The ocean-borne goods carried by the Railway, to and from Europe, *via* the Port of Halifax, weighed 163,838 tons as against 39,794 in 1900. The refined sugar carried amounted to 25,821 tons, the fresh fish to 9,393 tons and the salt fish to 9,768 tons. The total cost of the Intercolonial Railway up to June 30, 1901, including road, equipment, purchase of the Drummond County Railway for $1,459,000, and the value of the rolling stock, was $63,640,028. The expenditure during the fiscal year 1901, which was included in this capital account, totalled $3,652,313, and the principal items were as follows:—

To increase accommodation at Halifax	$16,151
To dredge and blast rock at Halifax	15,818
To improve ferry service at Strait of Canso	317,844
To increase accommodation at Sydney	96,000
Extension to Copper Crown Works, Pictou, N.S.	20,234
To increase accommodation at St. John, N.B.	203,000
Improvements at St. John	18,932
To increase accommodation at Lévis	90,000
New steel bridge at Etchemin	20,116
To strengthen bridges	142,678
Building and enlarging engine houses	132,422
Steel rails and fastenings	402,549
General improvements and increased facilities	238,585
Additional sidings	114,992
Tools and machinery	18,116
Steam derricks	34,500
Additional rolling stock	1,563,705

* There is a discrepancy of $140 in the figures given in the Report of the Railway Department (page 20). I have used those which appear to make the results harmonize.—The Editor.

The Windsor Branch of the Intercolonial Railway is operated by the Dominion Atlantic Railway Company which pays the Government one-third the gross earnings for maintaining the way and works. This sum amounted to $62,523 in 1901. The Prince Edward Island Railway, which had cost up to the end of the fiscal year 1901 a total for road-bed and rolling stock of $4,123,827, carried passengers to the number of 157,793, and 73,696 tons of freight—an increase in each case. During the year various criticisms and the reverse were heard regarding the management of the Intercolonial. The *Maritime Mining Record* of March 6th denounced the purchase in January of 60,000 tons of American coal. It declared the action to have been precipitate and unnecessary; to have involved the payment of $5 per ton, or nearly twice the price of Nova Scotia coal; to have hampered the collieries for a time owing to the transport by rail of this large importation; and to have deprived the Provincial Government of $6,000 revenue. The St. John *Telegraph* of April 15th stated, as facts too obvious to be questioned, that the improvement in management could be seen in every direction. "The trains are better, the road-bed is kept in finer order, there is more business being done, and there are evidences in all directions of a higher tone and superior methods in the conduct of the Line." Referring to the deficit between earnings and expenses the paper declared the price of coal and the rate of wages to be the causes. Since June, 1900, coal had been sold in the Maritime Provinces at from $1 to $1.25 per ton higher than in preceding years and, at the lower figure named, this fact would involve increased expenses of at least $400,000. As to wages the increases announced from time to time would amount to over $200,000. Hence the deficit. The Conservative papers took a very different view of the subject. The St. John *Sun* of December 31, 1901, referred to the expenditure of over two and a half millions upon sidings, repairs, construction work, rolling stock, etc., and the charging of the amounts to capital account, with condemnation. It declared that under the Conservative Administration most of these sums had been charged to the working expenses of the year. "The road is charged with the old bridges and the new ones which take their places, with old engine houses and the new ones which replace them, and probably with old rolling stock and new plant which supersedes it. Such book-keeping reduced the deficit from a million or two to half a million by swelling the capital to that extent." The Halifax *Herald* pointed out that the amount charged annually to capital account had increased from $250,423 in 1896 to the present sum of $3,600,000.

Crow's Nest Pass Railway

Parliament and the country generally shared in a controversy over this road and its proposed Dominion charter. At the beginning of the year the immense coal fields of the Crow's Nest region had only commenced to be appreciated by the public, notwithstanding the pioneer labours and investments of Lieut.-Colonel James Baker who so long held a position in British Columbia Governments, and the construction

of the Canadian Pacific Railway branch line from Lethbridge to Nelson. Meanwhile, the Great Northern Railway of the United States, under the management of Mr. J. J. Hill, had come into the country and obtained control of the Nelson and Fort Sheppard Railway, the Red Mountain Railway from Northport, U.S., to Rossland, and the Kaslo and Slocan Railway, and fears were expressed that the same Line and its ambitious head intended to acquire possession of the chief coal fields of the Province through the proposed line across the boundary to Elko in the Crow's Nest country. The question, therefore, of granting a charter to the Canadian capitalists interested in this line and in the sale of their coal to the United States, as well as to Canadian concerns, created much discussion. The Canadian Pacific Railway was opposed to this new and competitive element; Senator Cox and Mr. Robert Jaffray, the leading members of the Crow's Nest Company fought for their right to develop the coal fields in their possession in any direction desired; the Toronto *Globe* denounced the C.P.R. as retarding development in Southern British Columbia.

On January 8th the latter paper declared that "the chief fault (in the slow progress of the region) lies in the system that makes Southern British Columbia a private preserve for exploitation by the Canadian Pacific Railway." On the same day Mr. T. G. Shaughnessy, President of the Canadian Pacific Railway, was interviewed in Montreal and said that he had been aware for some time of negotiations going on between the Crow's Nest Coal Company and Mr. J. J. Hill of the Great Northern. The result, as stated by Mr. Elias Rogers, Managing Director of the former concern, was an arrangement by which the Great Northern was to take from the Company eight hundred tons of coal a day. "But," said Mr. Shaughnessy, "in view of the fact that the Coal Company is unable now to meet anything like the requirements of the railway companies, the smelters and other coal-consuming industries of British Columbia, a proposal to divert such large additional tonnage causes a considerable degree of apprehension. It is to be hoped that if the Coal Company has made any such contract for the shipment of coal to the United States, it will not take effect until the output of the Company's mines is sufficient to supply Canadian wants." Mr. Robert Jaffray of the Coal Company told the Toronto *World* two days later that the contract with Mr. Hill was an optional one. "We only agree to supply that amount of coal if we can do so after supplying the legitimate demands of British Columbia." They were forced, he added, into this arrangement through the antagonism of the Canadian Pacific Railway. The trouble between the Company and the Railway was due, according to Mr. Jaffray, to the former having supplied the Canadian Pacific Smelter at Trail Creek with coke until the *War Eagle* mine stopped operations when the Railway refused to give any continuous order for so much per day and, in order to keep their work going, the Coal Company had to make a contract with another mine for two hundred tons a day. They offered to buy coke in order to keep their

contract with the C.P.R., but the latter would give no definite or permanent order.

The Crow's Nest Pass Company met in Toronto on February 4th, and unanimously decided to increase the capitalization by an issue of 60,000 additional shares of $1,500,000 value. Mr. Elias Rogers assured the Toronto *World* on the same day that "this Company has not the slightest intention of making any contracts to supply coal or coke to the United States when we cannot supply the British Columbia market." A week later, however, Mr. John Houston, M.P.P., of Nelson, was interviewed in Montreal by the *Star* and expressed the greatest alarm at the entrance of Mr. Hill into British Columbia and the possibility of him and his friends capturing the Crow's Nest Company and projected railway. "The acquiring of the Crow's Nest coal lands by Mr. Hill and the capitalists behind him is simply the first step in acquiring the control of the Canadian Pacific Railway." The granting of a Dominion charter to the Crow's Nest Coal Company for a railway across the border would, he thought, be suicidal to the interests of British Columbia. He believed there was a conspiracy between the American Smelting and Refining Company, Mr. J. J. Hill and Mr. J. Pierpont Morgan to capture the smelting and refining interests of British Columbia, and to acquire possession of its best coal fields. Mr. A. S. Goodeve, ex-Mayor of Rossland, told the Associated Press on February 13th that there might be something in this fear of Mr. Hill. That gentleman was, he said, interested in the American Smelting and Refining Company, which in turn was controlled by the Standard Oil people and which had recently endeavoured to crush the smelting interests of the Province. Mr. Jaffray had denied the sale of the coal lands to Mr. Hill, and this might be so—until the railway charter was obtained! While he did not oppose fair competition with the Canadian Pacific Railway yet Mr. Goodeve thought that the interests of that road were so evidently Canadian in their nature that it could not afford to actually retard the development of the Province and he would rather trust its management than that of a foreign concern. Mr. J. J. Campbell, Manager of the Hall Mines Smelter, told the Nelson *Miner* on the following day that he was closely watching the struggle between the rival interests. "Permit the American railway trust to enter the Fernie coal fields and you will hopelessly cripple the smelting industry of the district until other producers of coking coal are developed, which may be a matter of years." The Government should, he thought, prevent a pound of coal going across the frontier until there was a surplus over local needs.

In an interview, on February 25th, with the Vancouver *Province*, Mr. G. McL. Brown, of the Canadian Pacific Railway, stated that for some time his Railway had been paying 50 cents a ton more for its coal and buying it from the Lethbridge mines rather than have any dealings with the Crow's Nest Company. He thought that if the charter were granted for this Line from the south the whole output of the Crow's Nest mines would go to the United States. On March 1st,

the Associated Boards of Trade of Eastern British Columbia, at their Greenwood meeting, passed an almost unanimous Resolution in favour of railway competition and of the granting of Dominion and Provincial charters to the Crow's Nest Pass Coal Company. Cheap freight rates were declared essential to the mining and smelting industries and these could not be obtained without "free trade in railways." On the same day the Company held its annual meeting in Toronto, with Senator George A. Cox in the chair. The Directors in their report stated that the total assets were $2,370,523; the capital stock paid up was $2,000,000; the net profits were $141,064; the coal produced during 1900 was 220,458 tons, of which 114,063 tons had gone into the coke ovens at Fernie and produced 73,496 tons of coke. They had 312 ovens with a capacity of 450 tons of coke per day. In his address the Chairman computed the possibilities of the Crow's Nest region at boundless figures and estimated the supply of coal available at 20,000,000,000 tons. Their prospects were good for an immense production; but admission to the American market was essential. "We are at present prepared to enter into time contracts with the smelters of British Columbia to supply any quantities of coal or coke they may require; but so far as the local supply is concerned its safety can be best assured by such development of the Crow's Nest mines as will be made possible by the building of the proposed line of railway. Successful operation of the mines on a large scale would be impossible if our market were limited to British Columbia. The smelters now in operation on the Canadian side only require about three hundred tons of coke per day." He stated that the Company had definite assurances from American capitalists that if this line of railway were built they would establish three or four large smelters in the southern part of the Province.

Following this meeting, on March 11th, the Council of the Toronto Board of Trade passed a unanimous Resolution upon the subject. They accepted the view that an exhaustless supply of coal existed in the Crow's Nest country; referred to the large returns received by labourers, ranchers, farmers, merchants and manufactures from the production of coal and coke; quoted the statement of the President of the Company that the near future might see a wage bill in that region of two or three millons of dollars; expressed the belief that the policy of development proposed would be beneficial to Toronto as well as to the entire Dominion; and concluded with the statement that "we most respectfully and strongly urge upon the Parliament of Canada that the application for the said charter be granted." Meanwhile, an elaborate article in the Montreal *Witness*, of March 2nd, signed by William Blakemore, made the point-blank charge that the Great Northern and the Coal Company were aiming at the control of the chief coal belt of British Columbia in the interest of foreign consumers and investors. The Nelson *Miner* described the article as an able one and endorsed its conclusions. Speaking to the Vancouver *World*, on March 16th, Mr. G. G. Henderson, Editor of the Fernie *Free Press*, declared everyone in his section of the country to be

favourable to the construction of the Crow's Nest Southern Railway. He stated that in a few months the capacity of the Company's works would be 3,000 tons a day while the supply required for the Province was not more than 1,000 tons. There was no truth in the allegations about a shortage of coal and the Trail and Granby smelters in December and January had received more than they could use.

About this time the New York *Commercial Advertiser* stated that Mr. Hill had purchased half a million dollars worth of stock in the Crow's Nest Company and that Messrs. Jaffray, Peter Ryan and G. G. S. Lindsey, of Toronto, had closed the transaction. Senator Cox promptly denied the statement that Mr. Hill had acquired a controlling interest, but it was admitted that 30 per cent. of the stock had been sold to him. In speaking to the Rossland *Miner*, on March 30th, Mr. J. C. Drewry, Managing Director of the Canadian Gold Fields' Syndicate, declared that the building of the Crow's Nest Railway would be a boon to silver-lead mining; would stimulate all the industries of the Kootenays; would build up the population of the Crow's Nest district to 25,000 within three years; and would give the Provincial Government an addition of $150 a day to its coal royalties and in a few years $1,000 a day more. When the subject came before Parliament, as the result of a request for the Dominion charter which was desired, the phases of the question most discussed were the chances of discrimination by a possibly alien company against Canadian smelters and railways in favour of American smelters and railways. The application was eventually withdrawn and that for a Provincial charter pressed. The measure granting this passed its third reading in the British Columbia Legislature on April 24, 1901—the incorporators being Senator Cox, Messrs. Elias Rodgers, J. W. Flavelle, E. R. Wood, A. E. Ames and Lieut.-Col. H. M. Pellatt.

The Navigation of the St. Lawrence

The important question of how best to improve the St. Lawrence as a national highway, and as to what were its natural capacities in that connection was much discussed during the year. On January 16th, the Quebec *Chronicle* published a joint reply from nineteen Pilots living on the Island of Orleans, who had been asked as to the feasibility of winter navigation of the River and the position of Quebec as a future winter port. Their view was that there is "a possibility of coming to Quebec during winter, but with more or less difficulties at certain times and subject to delays of several days from time to time;" that this was dependent, however, upon the steamers being strongly built to stand the pressure of the ice and to cut through it, and their being helped at specific times and places by ice-crushing steamers; that the worst period for navigation was from the middle of December to the middle of February; that, personally and individually, they would each be willing to bring steamers to Quebec all the year round if properly built for the purpose; that improvements in the Quebec Harbour with a view to keeping the Louise Basin free of ice would be absolutely necessary. Under date of January 30th, the Hon. Mr. Tarte, Minister of Public Works, wrote to Mr. Henry Miles, President

of the Montreal Board of Trade, regarding the action of the Grand Trunk in locating their terminal facilities at Portland, Maine. He pointed out that the Company was at perfect liberty to equip a portion of the Port of Montreal in the same way that it was now equipping that of Portland, and spoke of the efforts being made by American railways to improve their transportation facilities. "I greatly fear that unless we make an earnest effort on behalf of Canada, we will lose much of the benefits and advantages of the improvements that we have made to the St. Lawrence route. In my humble opinion we must not lose one moment. The St. Lawrence route must be overhauled, made deeper and wider, and as safe as possible from one end to the other, in order to provide cheap and quick transportation from the West to the European markets." A little later, on March 8th, a letter to the Minister written by Major E. L. Bond, President of the Montreal Marine Underwriters' Association, was made public, in which it was urged that the following improvements should be carried out in the navigation of the River from Montreal to Quebec:—

1. Deepening, widening and straightening of the channel until there is a low water depth of thirty feet and a width of five hundred feet.
2. Re-organization of the Pilotage service and system.
3. Improvements in the present system of landmarks and the free use of more buoys when needed.

From Quebec to the sea it was urged that there should be established permanent piers for lights wherever practicable; that the Pilotage system should be re-organized; that a radical change in the system of lights and fog-signals should be made; that a more complete and continuous survey of the tides and currents of the lower St. Lawrence should be instituted—particularly around the shores of Newfoundland. On March 28th, following, a deputation representing the shipping interests of Montreal waited upon the Government at Ottawa. In a Memorial, which was submitted by the delegates, it was pointed out that the Port of Montreal was handicapped as against American ports by the enormous insurance rates charged to an extent of something over one per cent. on every voyage — $5,000 per voyage for an ordinary steamer worth $500,000, or $25,000 for the Montreal season of five voyages. It was urged that many important improvements were imperative. If they were not carried out, the loss of a great deal of Canadian shipping and ocean trade would follow, and it was stated that "to the existing and antiquated condition of the waterway between Montreal and the ocean is due, to a large extent, the high and exorbitant rates demanded for marine insurance." This Memorial and volume of printed evidence, it may be added, was in the form of a Report prepared under the auspices and oversight of the shipping interests of Montreal and consisting of an elaborate examination into and report upon the deficiencies and requirments of the St. Lawrence route. The shipping firms, at whose instance the inquiry was made, were the Messrs. Allan, Carbray, Routh & Co., Elder-Dempster & Co., Furness, Withy & Co., Kingman & Co., F.

Leyland & Co., R. Reford & Co., Limited, and David Torrance & Co. Sir Louis Davies, Minister of Marine and Fisheries, in his reply to the deputation, was non-committal and merely stated that much had been done upon expert advice and that anything more which was proven to be necessary, would also be done.

The Board of Trade of Quebec discussed the question, on April 3rd, with Mr. George Tanguay, President, in the chair. The Hon. R. R. Dobell, M.P., was the chief speaker, and pointed out that the reason why the now general opinion of shipping men as to winter navigation of the River had not been more promptly acted upon was because the export trade of Quebec was almost entirely confined to lumber. Things were changing, however, and during the coming season more grain would be shipped than timber. "We now have modern facilities for handling grain, and I venture to say that a steam barge and two consorts carrying 200,000 bushels can come to Quebec, and be discharged at less cost per bushel than at any other port." He spoke of Montreal's long channel of 180 miles and of the up-to-date million bushel Elevator waiting for business at Quebec. He declared that the Government were going to do everything necessary to make the entire navigation of the River safe. President Shaughnessy of the Canadian Pacific Railway had informed him that if the winter navigation of the route could be assured, he would guarantee at least 380,000 tons of freight. The discrimination of the insurance companies must, however, be fought. Captain Bouchard, Mr. Kennedy, M.P.P. for Gaspè, and others spoke from their own experience of the practicability of winter business down the River, and then a Resolution — already passed by the Quebec Board of Harbour Commissioners — was unanimously concurred in endorsing the possibility of winter navigation and asking for improvements at the hands of the Government.

In an interview given to the *Chronicle* on April 8th, Mr. Xavier Kennedy, M.P.P., expressed himself very strongly, and from a lifelong acquaintance with the route, upon its entire navigability in winter. "I have acquired, by personal experience, a knowledge of the movements of the ice-flows and currents in the Gulf of St. Lawrence, and believe that the St. Lawrence River can be navigated with safety throughout the entire year." On May 11th, at the suggestion of the Hon. Mr. Fitzpatrick, Solicitor-General, and by invitation of the City of Quebec, about 150 members of the Dominion Senate and House of Commons visited the Port of Quebec, and listened to speeches, urging its national character and importance, at a banquet in the Chateau Frontenac, with Ald. George Tanguay, M.P.P., President of the Board of Trade, in the chair. The Chairman, in his speech, described Quebec as "the true head of ocean navigation on the St. Lawrence;" spoke of its splendid harbour, extending for ten miles up and down the River and lined with wharves at which the largest vessels ever launched could be sheltered in ease and safety; stated that it was admittedly open to navigation for ten months in the year; referred to the time when the new Bridge across the St. Lawrence would be

completed and the Harbour and City would find their direct connections doubled at a stroke; and pointed out the splendid docks and elevators waiting for trade and recognition. Speeches in response to the various toasts were delivered by Senators Wood and Watson, and by the Hon. Mr. Dobell, Messrs. F. D. Monk, Clarke Wallace, D. C. Fraser, H. A. Calvin, W. M. German, W. L. McCreary, W. H. Bunnett, Dr. Sproule, F. B. Wade, and the Hon. Mr. Fitzpatrick—all members of Parliament. The Hon. Mr. Garneau and Mr. Felix Carbray also spoke, and the latter with special force and eloquence. He pointed out that the trade of the future must be done in mammoth steamers. A few years ago it was done in vessels of 5,000 to 10,000 tons. To-day they were of 15,000 to 20,000 tons, and to-morrow they might be 25,000 to 30,000 tons. "If those interested in the St. Lawrence route wish to hold their own, they must put on the same sized steamers. It is all up with us if we do not. Now these steamers will draw 28 to 30 feet of water, and it is clear to the veriest tyro that we must find a port on the St. Lawrence capable of holding such steamers." In his opinion there was only one, and no port in America could rival that of Quebec in its great facilities.

Ontario Transportation Interests

The most important legislation of the Session, in this Province, was that connected with railway matters. On January 16th the County Council of Peterborough passed a Memorial to the Lieutenant-Governor-in-Council asking that aid be given to the Norwood and Apsley Railway Company, which proposed to open up a fertile and hitherto inaccessible region in the north-eastern part of the county. Such a policy, it was claimed, would benefit 250,000 acres of Crown Lands, develop a large mineral district rich in corrundum and mica, and encourage tourist traffic through a country eminently suited for such purposes. The Company was duly incorporated by an Act which passed on the 29th of March, and the final announcement of subsidies gave $3,000 per mile for 25 miles. Other similar subsidies granted toward the end of the Session included the Bracebridge and Trading Lake Railway, $3,000 per mile for 16 miles; the Bruce Mines and Algoma Railway, $3,000 per mile for 13 miles; the Port Arthur and St. Joseph Railway, $2,000 per mile for 30 miles; the Grand Trunk Railway, $10,000 for the construction of a spur line from Burk's Falls to the Magnetewan River; and a Railway in Oso and Lanark Townships, $3,000 per mile for 25 miles.

On February 18th a deputation waited upon the Ontario Government on behalf of a proposed railway into the Temiscamingue District. Amongst those present were Mayor Howland, of Toronto, who thought the road would be to the advantage of the City's trade with the North, and should be under Government control; Mr. W. Barclay McMurrich, K.C., President of the Nipissing and James Bay Railway Company who urged immediate action; Mr. J. C. Baily, C.E., who declared that the country in question possessed abundance of nickel, copper and other minerals, and stated that the road would cost from $17,000 to $20,000 a mile to build; Messrs. Hugh Blain and H. P. Eckardt, who

spoke for Toronto's wholesale trade interests in the North; ex-Mayor John Shaw, who represented the Toronto and Hudson's Bay Railway project; and Mr. G. F. Marter, M.P.P. The Premier stated in reply that the reports of exploring parties fully corroborated what he had just been told of the value of the country, and he believed that 13 million acres of good land was not the limit of its resources. He and his Government believed that the region should be opened up and its trade brought to Ontario and Toronto. Early action of some kind might be expected. Some reference was made during the discussion to possible Quebec competition in this direction, and thence to James' Bay. On February 27th the Quebec *Telegraph* noted the point as follows: "We freely admit that the first of the two Provinces to get to James' Bay will secure an advantage over the other, from which it may be very difficult, for a long time, to dispossess it. For this reason we cordially support the proposal for the extension of the Lake St. John Railway to the Bay." During his Budget Speech, on February 21st, the Ontario Premier made a statement regarding this project. He spoke of the value of the country to trade and settlers; the necessity for the construction of a line from Temiscamingue to North Bay —a distance of 106 miles; and then expressed the desire to deal with the matter in some way not yet defined. A further discussion of the subject took place on March 5th, and steps were afterwards taken to survey the route and ascertain the cost of the undertaking.

In the Railway Aid Act, which made the grants already referred to, various important conditions were attached—some introducing new principles. The Hon. Mr. Latchford, in speaking to the House upon this subject on April 9th, stated that the Government retained the right to acquire any of the lines so aided after a period of ten years; that no secret special rates, rebates, draw-backs, or concessions to favoured shippers were to be allowed; that the various railways concerned were to carry material for improving local roads at the actual cost of handling and carriage; and that the Provincial Board of Health would be authorized to make sanitary regulations in construction camps.

The great event of the Session, however, in this connection, was the legislation regarding the Manitoulin and North Shore Railway. There was a large body of public opinion in favour of this opening up of the Algoma country. On March 2nd strong Resolutions were passed by the Owen Sound Board of Trade declaring that the line would not only give necessary and important communication with the fertile Manitoulin Island (by the aid of ferries) and bring the rest of Ontario into close touch with the nickel ranges of the Sudbury district, but that it would help to secure to the Province the expected traffic to James' Bay instead of letting it drift to Montreal and Quebec. Similar Resolutions were passed by the Town Council and Board of Trade of Meaford while a considerable section of the Provincial press supported the project. On March 27th a large deputation from Western Ontario waited upon the Premier on behalf of this proposed railway. Mr. Ross did not say much in reply to the

speakers, but on April 2nd introduced a measure in the Legislature granting to a Company 2,542,000 acres of land for the construction of 285 miles of railway with termini at Meaford and Sudbury and branches connecting Meaford with Owen Sound and Wiarton with Tobermory. Ice-boats were to be run in winter between Manitoulin Island and Tobermory, and a general ferry service costing $30,000 to be established; the Grand Trunk and Canadian Pacific Railways were to be given equal running rights over the road; and Mr. F. H. Clergue, the eminent capitalist of Sault Ste. Marie and owner of the charter, promised to place 1,000 settlers on the lands annually for ten years and to construct a smelter on the line of the railway with a 300-ton capacity per day. Mr. Clergue, or the Company, agreed to give the Province full control over the passenger and freight rates and to grant running powers on fair terms over the line to any other road. The Province was also given the option of acquiring the railway within fifteen years and, for the purpose of arriving at the actual value thereof, the Company agreed to furnish in satisfactory detail the cost of construction and all other outlays, the cost of operating, and the earnings of the road. Six per cent. cumulative interest was to be added to the cost thus arrived at—after deducting the Provincial subsidy at a valuation of fifty cents an acre, the traffic receipts and 50 per cent. of any subsidy which might thereafter be obtained from the Dominion Government. The lands granted were to all be in Algoma. These proposals were approved, as a whole, by the Opposition, although it was declared that the Government were deficient in knowledge concerning the project. The measure passed in due course.

An important event of the year was the completion and opening in February of the new Bridge connecting the Cities of Ottawa and Hull and the Provinces of Ontario and Quebec over the Ottawa River. This Interprovincial Bridge was erected by the Dominion Bridge Company and the contractor was Mr. H. J. Beemer. The structure was on the cantilever principle, 1,050 feet in length, with a clear span of 556 feet—the longest in Canada. There were other spans, making altogether 1,500 feet of steel superstruction, supported by six immense piers. The cost of the Bridge was about $1,000,000, and it brought into Ottawa the Pontiac Pacific Junction Railway and the Ottawa and Gatineau Railway. On February 21st a Report prepared by Messrs. W. T. Jennings and J. R. Roy was presented to the House of Commons dealing with the condition of Toronto Harbour from an engineering standpoint. They estimated the total sum necessary in order to bring the Harbour up to the requirements of a modern port at $1,190,788, and summarized the steps necessary to be taken as follows:—

1. To prevent the discharge of the Don within the limits of the Harbour.
2. To take immediate steps for the disposal of sewage, etc., elsewhere than within the confines of the Harbour.
3. To stop silt from entering the Harbour by the completion of the entrance jetties.

4. To remove the deposit in the Harbour proper on the city side to a depth of 16 feet.

5. The enlargement of Ashbridge's Channel in its junction with the proposed new course for the Don.

In the House of Commons on May 21st, this matter was discussed in connection with a vote of $35,000 for the Toronto Harbour works. Mr. Tarte, Minister of Public Works, declared that: "I do not propose to spend one dollar of public money on the Port of Toronto until the city takes care of its own sewage." Messrs. E. F. Clarke, A. E. Kemp and others protested against this policy. On June 26th, and again on November 26th, Mr. Tarte visited Toronto and discussed the matter with the Mayor, the Board of Trade and others. Meanwhile, on April 2nd, the Ottawa Board of Trade had met and urged the extension of the Ottawa and Gatineau Railway toward James Bay and the far North upon the consideration of the Dominion and Provincial Governments. On June 22nd, Mr. Tarte visited Collingwood and at a banquet listened to a request for the deepening of the channel in that harbour to 20 feet. He made no definite promise. The Georgian Bay Canal project, a deepening of the waterway from Georgian Bay through to the Ottawa River and thence to the St. Lawrence, was largely discussed during the year. An elaborate article appeared in its favour in the Ottawa *Citizen* of September 20th; a lengthy debate upon the subject took place in the Commons on April 17th; and Mr. Tarte wrote or spoke favourably of the project in a letter to the Montreal Board of Trade on January 30th, in an interview with the Ottawa *Citizen* on July 6th, and in a speech at Pembroke on August 28th.

Railways and Railway Legislation in Quebec

On March 14th the Quebec Assembly considered certain Resolutions presented by the Hon. Mr. Duffy. The first one dealt with proposed that every Railway company which had been or might hereafter be subsidized by the Province should annually prepare specified returns to the Government giving the figures of their traffic, working expenditures and net earnings, and such other information as was required, on forms submitted with the Resolution. The statements were to be attested under oath. The second point was that every such railway, in lieu of paying the sum of one-half of one per cent. on the total amount of its subsidy to the Provincial Treasury, should pay, in two equal payments on January 1st and July 1st in each year, a sum of 5 per cent. upon its net earnings as per the returns forwarded for the preceding fiscal year. The third clause in the Resolutions declared that every company, corporation or person neglecting or refusing to forward such returns within the prescribed period should be liable for the original payment of half of one per cent. The Commissioner was also authorized to send an officer to inspect books and records and investigate the affairs of any concern where it might be deemed necessary. In the event of refusing such inspection the concern was to come legally under the old condition of payment. The Resolutions were duly passed and the proposals ultimately became law.

During the Session the Act respecting the Quebec and Lake St. John Railway Company was amended so as to authorize the Company to issue "prior lien" bonds to the amount of £200,000, secured upon the whole of its railways from Quebec to Roberval and Chicoutimi, for the purpose of improving its system—including the terminus at Quebec, the road-bed, track and bridges—and for payment of certain debts outstanding and mortgages current. It was also authorized to issue first mortgage bonds to the amount of £390,000 sterling for the purpose of redeeming and replacing similar bonds to the value of £780,000 which were in default through non-payment of interest due on and since July 1, 1899. For the difference in these sums authority was given to issue "income bonds" to the amount of £468,000 bearing interest at a rate not exceeding 6 per cent. out of surplus net revenues and after payment of the prior lien and first mortgage bonds interest. By another Act the Quebec Central Railway was given power to construct a line from Scott's Station in Beauce County to a point on the St. Lawrence River in the vicinity of the new Quebec Bridge—such branch line being about 30 miles in length and passing through the Counties of Beauce, Dorchester and Levis. Permission was accorded to issue bonds, but they were limited to a total issue of $20,000 a mile. Power was also given by another Act to create certain securities in exchange for its present income bonds.

The incorporation of the Quebec and James Bay Railway Company was an important matter. It was proposed on February 28th, passed the House on March 25th, and was accepted by the Council. The Provisional Directors were the Hon. R. R. Dobell, M.P., the Hon. J. A. Paquet, Senator of Canada, the Hon. P. Garneau, M.L.C., Mr. J. G. Scott, Mr. Wm. Price, Mr. John T. Ross, Mr. Gaspard Le Moine and Mr. B. A. Scott. The charter was for the purpose of constructing, equipping and operating a railway from Quebec, or Roberval, on the Quebec and St. John Railway, to a deep water harbour on James Bay at the mouth of the River Nottoway. Power was also given to do dredging and to build, own and navigate steamboats, steamships and ice-breakers on James and Hudson's Bays and other waters reached or touched by the railway or its connecting lines. It was claimed that such construction would be of much public advantage and help in the opening up, settlement and development of the great northern region, while also proving an important feeder to the Intercolonial Railway. The Company was given power to amalgamate with the Quebec and St. John Line and to construct a branch from some point on that road to the Saguenay River. The capital stock was to be $1,000,000, and British subjects and aliens were to have exactly similar privileges in control of the road as shareholders or officers.

Power was given to issue mortgage bonds to the extent of $20,000 per mile, and they were to be a first and preferential claim upon the property and rolling stock of the Company. After amalgamation with the Quebec and St. John road, similar powers were accorded in connection with such additional mileage. The Atlantic, Quebec and Western Railway Company was also incorporated to construct a line

of railway across the interior of Gaspé and with a view to opening up to colonization, for a distance of some hundred miles, an uninhabited region of immense natural resources. Large powers were given to the Company, the capital stock was to be $1,000,000 and the road was to be constructed within five years. The Wolfe, Megantic and Lotbinière Line was asked for and incorporated by a number of merchants and farmers, and was intended to be constructed and operated from Lime Ridge in the County of Wolfe through Megantic, Lotbinière and Levis Counties, by way of the valley of the River Thames, to the site of the proposed bridge on the St. Lawrence near Quebec. The capital stock was $1,000,000, and the railway was to be completed in six years. On August 30th, it was announced in the Montreal *Star* that a syndicate of Montreal capitalists, including Messrs. S. H. Ewing, A. F. Gault, Samuel Finley and Hanson Brothers, had obtained control of the Pontiac and Pacific Junction Railway, the Ottawa, Northern and Western Railway, the Hull Electric Railway and the Ottawa Interprovincial Bridge, at figures aggregating $5,000,000. The lines were to be amalgamated as the Ottawa, Northern and Western Railway Company and, under the terms of the charters thus acquired, would have the right to build a railway from Ottawa to Sault Ste. Marie and another to James Bay. Various Dominion and Provincial subsidies would also be available.

The South Shore Railway in Nova Scotia

The members of the Halifax Board of Trade, the Mayor and City Council of Halifax, and a number of prominent citizens, waited on the Premier and his Government, on March 15, 1901, to urge the construction of a railway from Halifax to Yarmouth. Under the terms of a Resolution, passed by the Board of Trade, the delegation desired to impress upon the Government the important commercial relations which existed between Halifax and the western parts of the Province; the interest of the city in the development of transportation facilities throughout the Counties of Lunenburg, Queen's, Shelburne and Yarmouth; the fact that "the building of a through line between Halifax and Yarmouth is a Provincial necessity, and that the work ought to be pushed on to completion with all possible despatch." Speeches were made by Mayor Hamilton, Mr. George S. Campbell, Ald. G. E. Faulkner, and others. Mr. Campbell, who was the chief spokesman of the deputation, took the ground that as recent projects and contracts in this connection had lapsed, the Government were now free to adopt a new and active policy, and that the people of Halifax, for business reasons, thoroughly believed in the undertaking. The Premier replied that the Government had decided to take vigourous action in the matter, and intimated that the wish of the deputation would probably be granted. A few days later a measure was introduced into the Assembly, and on March 28th the Hon. Mr. Murray spoke at some length upon the occasion of its second reading. He believed that the time had arrived when the public of the Province had come to the conclusion that every reasonable aid should be given to this project. The road would traverse one of the finest sections of

Nova Scotia, and extend facilities to a large and populous portion of the country which had hitherto been neglected.

During many years past, he explained, attempts had been made to give railway communication to the Counties of Queen's and Shelburne, but the Companies had failed and the subsidies been rendered more or less useless. Some fifty miles of road had, however, been constructed between Yarmouth and Barrington, and nearly $200,000 had been spent in North Queen's. The present proposal was a considerable extension of these schemes mentioned, and the subsidy greater. It was a question, indeed, whether the Province, up to this time, would have been justified in assuming any greater financial responsibility than the $3,200 a mile ordinary subsidy which had been found so distinctly insufficient. The growth of industrial activity, the increase in the revenue, and the receipt of $671,000 from Ottawa, had, however, changed the situation and rendered action possible. The measure which he was now presenting to the House provided that the Governor-in-Council might lend to the contractor, for such a period as the Government might determine, in cash or in Provincial debentures, a sum not exceeding $10,000 for each mile of railway built by the contractor, and that the re-payment of any moneys so advanced should be secured by a first mortgage upon the franchise of the contractor, its line of railway, land, buildings, rolling stock, etc. This mortgage was to pay interest at a rate not exceeding 3½ per cent. per annum, and a sinking fund of one-half per cent. per annum. The payment of this interest and sinking fund was to be a first charge upon all the receipts and revenues of the road and, upon default of payment, the Government might take possession of, or sell, the railway and property. The mortgage might also be discharged upon payment of the amount lent by the Government, less the sum of $3,200 for each mile built, and of any amount paid as a sinking fund.

The Premier went on to explain that the great difficulty in floating such an enterprise as this, in Nova Scotia, was the procuring of the capital. The bonds had to be floated at a minimum rate of 5 per cent., and they were usually placed on the market at about 85. The Company, therefore, would, under ordinary circumstances, have to pay 6 per cent. interest, and it was the object at present to prevent this by placing the credit of the Province behind the project. With the Dominion subsidy and arrangements, stated as above, the Company would have $13,500 per mile available, and have 4 per cent. interest to pay on its borrowed capital. Other sections of the agreement gave the Government control of the rates for carriage passengers and freight. Another allowed the Government to appoint two persons as Directors of the Company, while the last two portions of the contract provided that the contractor should not sell, transfer, assign, lease, or otherwise dispose of the Railway without consent of the Governor-in-Council. Violation of this clause would enable the Government to take possession of the road, or otherwise regulate the matter. The contractor or Company was also forbidden engaging in any other business, such as

buying other lines, or steamship lines, or constructing hotels, etc., without the consent of the Government—thus making the security safer and the project more certain of energetic and steady progress. The Government had taken power to purchase the 50 miles already constructed, and he hoped the new Company would take some steps to acquire this line. He stated that considerable discussion had taken place between himself and various railway men during the last year or two upon this subject, and the terms offered in this measure were a minimum of what was asked. They might even have to go a little further in the matter. "He hoped that this would not be the case, but he wanted to warn Hon. members that the Government had determined upon this policy, and that they thought it time that 80,000 people, among the best and most prosperous of the population, who had waited long, weary years for railway accommodation, should at last be placed in the same position as the people of other portions of the Province."

Mr. C. S. Wilcox followed on behalf of the Opposition. The objects to be attained by the measure commended themselves, he thought, to the whole people, although the second clause, by giving the Government power to build the road under the plan outlined, or, if that failed, under some other arrangement, seemed to cancel the implied contract to a great extent. But he did not wish to offer a word of criticism, or to hamper the project in any way at this stage. The plan was strongly approved by the Liberal press of the Province. The South Shore Railway, as it was popularly termed, was expected to open up a splendid fishing, lumbering and agricultural country, and give access to some of the best summer resorts in North America. The Railway itself would be 170 miles long, and the Government grant would amount to nearly $2,000,000. The Toronto *Globe*, in reviewing the proposal, declared it the best ever made in Canada for the construction of a railway. The local Opposition press, however, took a different view. While admitting the desirability of such a railway, the Halifax *Mail*, of March 25th, argued at length that the measure before the House did not bind the Government in its terms; that the taking of the mortgage was optional; that the Government was really taking power to borrow money which, so far as the Bill was concerned, they could give away and exact nothing in return therefor. The second clause, in referring to the mortgage part of the schedule, stated that the Government "may vary such terms and conditions, and add other terms and conditions thereto," and this, it was claimed, made the whole project an open one, with absolute power in the hands of the Government. Objection was also made to clause 6, which provided for the transfer of the constructed portion of the Railway, and made provision for the new Company assuming its privileges, franchises and powers, without reference to its liabilities.

The measure passed the Legislature in due course and became law, and on September 1st it was announced that a contract had been signed with Messrs. Mackenzie and Mann, of Toronto, for the

construction of the Railway from Halifax to Barrington, with a branch from New Germany to Caledonia Corner—a total distance of about 200 miles. Including the Provincial arrangement, as already outlined, and the Dominion subsidy ($3,200 a mile and twice that sum under certain conditions which would no doubt be met) the Contractors were to receive $19,900 a mile or about $3,980,000 of a total subsidy. The Contractors were not to issue any securities on the road, for the purpose of raising funds, and the Government announced a first mortgage on the property. The name specified by the Contractors was the Halifax & South-Western Railway Company. The contract named the terms as proposed by the Premier in the Legislature and granted $3,500 a mile additional. The Railway was to be completed by December 31, 1903, and at the end of forty years the amount lent by the Government was to be repaid in full. The Halifax *Chronicle* of September 3rd, in perusing and reviewing the arrangement, thought there could be no possible difficulty about this or the payment of the interest. To meet the latter the road would only have to earn $85,050 per annum, or $400 a mile. The rich country traversed should make its earnings many times such a sum. It gave every promise of being "a splendid investment for the Province." The subject did not rest at this point in public discussion.

The Opposition papers took up a statement, or inference from a statement, by Mr. F. B. Wade, K.C., M.P., to the effect that the Government had exceeded in the contract the power granted them by the Legislature and argued that there was, therefore, no contract. The Windsor *Tribune* of October 18th summarized other objections to the contract. "It involves an expenditure of too much money; it provides too little security for the payment of the interest to the Province; it binds the Company to nothing more than the construction of the line for which more than sufficient subsidies have been provided; it may place the burden of an unprofitable line upon our people." The approach of the Provincial elections intensified the criticism, and the Opposition papers declared that the whole project was simply a scheme to win the electorate of the counties crossed by the Railway. The Government, however, asked the Province to approve the contract, and the people did so in the most pronounced manner at the elections which followed.

Railway Interests of New Brunswick

On March 5th the Hon. Mr. Tweedie introduced a measure in the New Brunswick Legislature for the construction of a line rail in the Counties of Queen's and Sudbury, running from the terminus of the Central Railway at Chipman to a point opposite Fredericton on the St. John River. The object was to enable the large areas of coal in those localities to be developed. The Government undertook to guarantee the principal and interest of the first mortgage bonds of any company authorized to construct such a line—the amount not to exceed 55 per cent. of the actual cost of the Company's railway, rolling stock and plant, and to be limited to $250,000. The rate of interest was not to

exceed 3 per cent. and no part of the guarantee was to be paid until the road was completed and properly equipped. The net profits were to be applied to the interest on the bonds and the creation of a sinking fund. The Company was to establish on the line of railway a plant for mining coal capable of producing an average of not less than 500 tons a day. All railway companies hereafter receiving subsidies from the Province were, the Premier declared, expected to bind themselves to use New Brunswick coal, if obtainable at reasonable prices. The Government were further authorized under this enactment to impose a tax on the Company and upon all other railway companies to an amount not exceeding 3 per cent. of their gross yearly earnings made within the Province, and less any Government royalty paid on the coal consumed by the Railway or industries established along its line. The guarantee was to be made subject to the Government being satisfied that 150,000 tons per annum could be mined in this region; the Railway was to pay a royalty of 10 cents per ton on all coal mined on granted lands and 15 cents per ton on coal mined on Crown Lands; the contract was to be entered into before January 1, 1902. Mr. Douglas Hazen thought that the time was too short and drew attention to the desirability of making the proposed line serve general traffic purposes as well as coal development, by taking a certain route and helping people who were without transportation facilities. The measure passed in due course.

Other legislation in this direction was the assistance given to three roads which were said to be much needed. One ran from Shediac to Cape Tormentine; another ran from Foreston on the Canadian Pacific Railway, in Carlton County, and was intended to reach the headquarters of the Miramichi, and thus give a stimulus to lumbering and milling operations; the third was from a point on the St. Francis branch of the Temiscouata Railway, running to the Quebec boundary and forming part of an ultimate through trunk line from western seaports to the Maritime Provinces. To this Quebec and New Brunswick Railway grant two important conditions were attached by the Government. In the first place they were to be assured by satisfactory evidence that the Company had completed its arrangements for building the line before any subsidy was paid and in the second place New Brunswick coal was to be used upon the entire system. A matter which came up on March 28th in the House was that of the New Brunswick Railway Company lands. On motion of Mr. Thomas Lawson it was unanimously resolved:—

> Whereas, by reason of the holding of the greater part of the available land suitable for settlement in the County of Victoria by the New Brunswick Railway Company, whereby the settling of the County is greatly impaired and the extension of growing and flourishing settlements is prevented: therefore, resolved, that in the opinion of this House it is desirable that such portions of said lands as are suitable for settlement should be re-acquired by the Province to be settled under the settlement laws of the Province, or that such steps be taken as will insure their being thrown open to settlement on terms not more onerous than those applying to Crown Lands.

The Manitoba Railway Question

The interests of Manitoba have always been bound up in the transportation question; the politics of Manitoba have been affected for twenty years by the building of the Canadian Pacific Railway and the steadily developing desire for competition with that Line. In 1888 the Northern Pacific entered Manitoba, acquired the Red River Valley Line, connected Duluth with Winnipeg, *via* the Duluth and Manitoba Railway to the frontier and cost some $8,000,000 for a total construction of 354 miles of railway. It did not prove, in rates, a competitive line but simply divided the traffic with the Canadian Pacific Railway. The development toward the end of the century brought other projects into view and especially the progress in railway construction of Messrs. William Mackenzie and D. D. Mann in their supposed ambitious schemes for a second trans-continental road. By the beginning of 1901 they had made Port Arthur the eastern terminus of the Rainy River Railway, which had been pushed up through Northern Ontario under heavy subsidies from the Ontario and Dominion Governments and, after passing through the United States and around Lake Superior under another name it was now being pressed on to Winnipeg, as the Canadian Northern Railway. The new Roblin Government decided to carry out a bold railway policy and, in the middle of January, it was announced, after many and varied rumours, that they intended to acquire the Northern Pacific in Manitoba and connect or combine it with the Canadian Northern.

On February 14th, a banquet was given at Neepawa to the Hon. J. A. Davidson, Provincial Treasurer, and there the Premier of Manitoba definitely declared his position and announced the terms of the agreement for which the whole of Manitoba had been anxiously waiting. By a contract dated January 15, 1901, the Northern Pacific Railway Company agreed to lease to the Provincial Government all the lines of railway owned or operated by it in Manitoba—the Northern Pacific and Manitoba Railway, the Portage and North Western Railway, the Waskada and North Eastern Railway. The time of the lease was 999 years and the rental to be paid by the Government for the first ten years was $210,000 per annum; for the next ten years $225,000 per annum; for the third ten years $270,000 per annum and for the balance of the term $300,000 per annum. An option of purchase was given the Government at any time during this period for the sum of seven million dollars. Included in the 354 miles of railway thus leased were all the rolling stock, equipment, appurtenances and real and personal property of the roads described. Mr. Roblin went on to point out that, having obtained this contract, the Government had before them the two alternatives of directly operating the lines thus acquired and constructing a new line from Winnipeg to the head of Lake Superior or of handing over the management to either the Canadian Pacific or Canadian Northern Railway under such conditions as would give the Government control of the rates. Negotiations were opened and propositions received. A caucus of Government

supporters was then held at Winnipeg, the proposals submitted to the members and a decision in favour of the Canadian Northern arrived at. Under this agreement both the lease and options of purchase were transferred and assigned to the Canadian Northern Railway by the Government. That Company engaged to pay the annual rentals and to indemnify the Government for all loss, costs and expenses in connection therewith. In addition to this the Company gave the Government absolute control of freight rates.

The Lieut.-Governor-in-Council was to fix the rates, and the King's Bench of Manitoba was to have final jurisdiction over the terms of the agreement. In return for these concessions, the Government undertook to guarantee the bonds of the Rainy River branch of the Canadian Northern—running from Port Arthur to Rainy River through a rocky and difficult country—for $20,000 per mile at the rate of four per cent. per annum. These bonds were to be payable on June 30, 1930, and were not to be issued until the line was constructed and opened for public traffic. There was never to be outstanding at any time a greater amount of bonds than at this rate of $20,000 a mile. The Government were to receive for this guarantee a mortgage on all property and leases, and also upon the lease and option with the Northern Pacific Railway Company. This mortgage was to be further extended to the lines of the Canadian Northern already built in Manitoba. "Having the absolute power to fix rates, the Government have naturally had to agree to meet any differences, if the rate fixed yields no more than sufficient to meet operating expenses." In such case the Government would be responsible for rentals to the Northern Pacific and also for the interest on bonds. The deficiency, if any, was to be ascertained at the end of each period of two years. Provision was made as to the charging to the account with the Government of any matters not properly pertaining thereto, and in the event of dispute the Chief Justice of Manitoba was to have full power of decision. The Canadian Northern Company agreed also to forego its present exemption from taxation in Manitoba after the year 1905 and up to the maturity of the bonds and to pay a sum not exceeding two per cent. of the gross earnings on its Manitoba lines. No amalgamation with the Canadian Pacific was to be allowed, nor any pooling agreement with that road. Finally, in 1929, the Government were to have the option of purchasing the entire property of the line for its par value as a going concern.

Mr. Roblin then dealt with the matters of liability. The system, acquired under this arrangement, included the Ontario and Rainy River Line of 290 miles at $20,000 a mile, or $5,800,000, with a yearly interest charge of $232,000; the Gladstone and Saskatchewan Line of 389 miles, with a guarantee of $8,000 per mile, or $3,112,000; the Gilbert Plains Line, 27 miles, at $8,000 per mile, or $216,000; the Southwestern Line, 152 miles at $8,000 a mile, or $1,216,000—a total of $10,344,000 liability. With other liabilities the total would be about $15,000,000. This he declared to be the lowest bonded indebtedness of any road on the American continent—1,200 miles of

railway at $12,500 a mile. On October 1st next, the Government would commence with their own railway tariff and thus live up to their promise in 1899 of Government control of railway rates. In the course of his speech, Mr. Roblin elaborated his idea of Government ownership. "The object is to secure a transportation charge that is fair and reasonable, one that the people can stand, one that is fair and right having regard to all the interests." He stated that in the initiation of their arrangements the Government had found President Mellen of the Northern Pacific in the position of a man who would do absolutely nothing in lowering rates or building additional mileage. They even offered to purchase the road, but this also was declined.

As a result of further negotiations, however, the existing contract finally made. The exact and complete cost of the Northern Pacific Railway was $8,445,613, and while a similar road might be built to-day for less money, it could not be carried through the same country, which was, after all, the great point of the whole transportation problem. "We had to deal with independent gentlemen who were not British; they hardly believed in fair play, and we, therefore, had to make such a bargain as they were willing to make from their standpoint; and, after negotiations, we were able to secure the purchase option at $7,000,000." Mr. Roblin declared that the figures given by the Northern Pacific Railway to the Department at Ottawa as to its Provincial earnings and expenses and showing a loss of $77,000 in the year ending June 30, 1900, were entirely misleading and inaccurate. Taking the freight which confessedly originated in Manitoba and was shipped to and from Duluth by this road at its own figures of $959,951 and estimating the maintenance and operating expenses at the limit of 52 per cent. fixed by the Company, he made out a net profit for the year of $506,000. The arrangement was effected in spite of telegrams from rival railway corporations that whatever the Government gave for the road, they would give more; the further negotiations were entered upon, and the final result was the agreement with Messrs. Mackenzie and Mann and the contract with the Canadian Northern Railway. He concluded by expressing the belief that the railway problem in Manitoba was solved, and the day of exorbitant freight rates and unreasonable and unfair charges gone.

The day after this policy had been announced, Sir William Van Horne, of the Canadian Pacific Railway, was interviewed by the Toronto *Star* as he passed through that city and declared his opinion to be that "the bargain would bankrupt the Province." At the same time the offer made by the Canadian Pacific on January 20th, modified on February 8th, and finally refused, was made public. Under its terms the Company would have built a couple of branch lines which were much needed and would have paid for a 999 years lease of the Northern Pacific lines in Manitoba, a yearly rental of $220,000 for the first ten years, $245,000 for the second ten years and $300,000 thereafter. If the Government placed the Company in the same position with reference to taxation as the Northern Pacific

Railway now held and undertook that for a period of ten years they would not grant aid toward the construction of any railway within the Province south of a certain specified line, the Company would have granted the following reductions in rates upon grain and flour:—

September 1, 1901	1½	cents per 100 pounds
" 1, 1902	¼	cent " "
" 1, 1903	¼	" " "
" 1, 1904	¼	" " "
" 1, 1905	¼	" " "
" 1, 1906	¼	" " "

This would involve a reduction of four cents per one hundred pounds from and to all points within the Province. Specified reductions would be made on salt and coal. When Mr. Roblin intimated that the party caucus would not accept this proposal President Shaughnessy offered to withdraw the restriction regarding assistance to other roads and to modify the suggestion concerning taxation to the point of paying such taxes as might be imposed up to one per cent.—instead of two per cent. as at present—of the Company's earnings in Manitoba.

Speaking to the Winnipeg *Telegram* a few days later, on February 16th, Mr. D. D. Mann described the route of the Ontario and Rainy River Railway, or Canadian Northern, as being through a country capable of immense development. Splendid agricultural lands in some places; the rich iron ranges of the Mattawan and Atikokan with millions of tons of ore in sight; the immense quantities of logs and lumber for transportation; all appealed to his hopes for the future. He stated that their object in going into this contract was to secure the Northern Pacific Railway system as a feeder to their line to Lake Superior; to prevent any possibility of the Canadian Pacific Railway acquiring it; and to put themselves in a position to compete for a fair share of the business of the Province. On February 21st, the Hon. Mr. Campbell was interviewed by the same paper and stated in reference to various criticisms of the contracts that many of the details, apparently omitted, would be safeguarded in the mortgage upon the property of the Canadian Northern. Men like Mr. J. H. Brock, who were opposing the whole plan were misled, he believed, by the Canadian Pacific Railway. The contracts were published for the purpose of obtaining fair criticism. On the same day a Manifesto was issued by a number of prominent residents of Winnipeg, including Mr. Brock, Mayor Arbuthnot, Messrs. William Robinson, E. D. Martin, A. J. Andrews, E. F. Hutchings, W. Redford Mulock, K.C., T. D. Robinson, A. McDonald, A. M. Nanton, G. A. Muttlebury, K. H. Fessenden, William Scott, A. M. Fraser, Alexander Reid, S. Walker and Henry Fry, denouncing the contracts for various specified reasons.

Immediately following this expression of opinion came a Resolution of the Winnipeg Labour party declaring that the contracts were "not in the interest of the Province and should not receive the endorsation of the Legislature." Outside opinion, so far as expressed in the

next few days in various newspapers, was strongly favourable to the arrangement. In the Legislature on February 25th, the Premier made a brief reference to the contracts in which he declared that changes might be made if found absolutely necessary. "But the principle of that Bill is relief for the people of Manitoba, the breaking of the bonds that have bound them for twenty odd years, and it is the hope for freedom in transportation that inspires it, and I say when that principle is touched I am not willing to conceive that I have made a mistake." On the following day Mr. Roblin attended a large meeting of the Winnipeg Board of Trade, explained the terms of the contracts and the proposed legislation, and answered various questions as to the complicated details involved. Mr. William Georgeson, President of the Board, presided, and with the Premier were the Hon. C. H. Campbell and Hon. Robert Rogers. Mr. Roblin started by saying that he was only too anxious to strengthen what was weak and to receive the best advice and counsel available upon this subject, though he believed the Government had left no interest unprotected. There was, however, ample time to secure anything which was not safe-guarded. In his answers to questions the Premier declared that the object of the contracts was to reduce the freight of wheat ten cents and of merchandize 15 per cent. below the tariff of the Canadian Pacific. He contended that the annual liability of the Government was not $682,000 but $442,000—4 per cent. on $5,800,000 and $210,000 in rentals. He described the offer of President Shaughnessy as practically a cash bonus of $550,000 to the Government and a reduction in rates involving a gift to the people of $5,000,000. The Province could easily support both the Canadian Northern and the Canadian Pacific. A Committee was appointed to look into the whole subject and report.

One of the strongest outside approvals of the Government policy in this connection came from the Edmonton *Bulletin*, the Liberal organ of Mr. Frank Oliver, M.P., under date of February 25th. The writer considered the principle fair, the prospects of success excellent, and was not alarmed by the annual liability, which he placed at $600,000. "This bargain marks the beginning of a new era in the dealings between Governments and railway companies, in the newer parts of Canada at least; but probably its most novel and startling, as well as satisfactory, feature is that it introduces the element of effective competition west of Lake Superior." In this respect it must benefit the Territories as well as Manitoba. Manitoba had set the pace and the Territories would reap equal advantages when the time came. Various expressions of public opinion continued to be heard. The Carman Council passed a motion of congratulation; Conservative newspapers in Minnedosa, Dauphin, Gladstone, Keewatin, Stonewall and Neepawa declared in favour of the policy; Liberal papers as a rule condemned it; while several independent papers such as those of Elkhorn and Melita approved the proposals.

On March 6th, before a crowded House and galleries, the Hon. R. P. Roblin moved the second reading of the measure embodying

the important arrangement described in the published contracts and so seriously discussed by the people and the press. In a long and most elaborate speech he gave a history of the roads involved in the transaction, a record of the negotiations entered into, an analysis of the terms finally settled. Much of the ground already gone over in these pages was covered. He reiterated his statement as to the actual profits now earned by the Northern Pacific and declared that the present earnings, to say nothing of the future earnings under better conditions, would prevent the Province from having to meet any of its liabilities in the premises. As to the arrangement with the Canadian Northern it secured "absolute control of rates" and the total liability involved was only $442,000—not six or seven hundred thousand as was "ignorantly or maliciously stated." He stated that if the freight and passenger traffic, carried by way of Duluth from the Northern Pacific Railway lines in Manitoba, were diverted to the Canadian Northern Railway and carried by them to Port Arthur the gross earnings of the latter would be $1,700,000—a surplus, after operating the road and meeting all fixed charges, of $270,000 apart from the question of local freight. The Government in these agreements had obtained the practical advantages of Government ownership without the disadvantage of Government operation of the roads. "The only liability that the Province has is this, that if the country is no good, if our statements and ideas of this Province are not well founded, and the road reverts to the Province and there is not trade enough to justify our working it, there is that additional liability upon the road which would have to be taken care of by some one in the event of foreclosure." He estimated the profits of the Railways under the new system in the first year at $181,675, and concluded by dealing in detail with the points raised by the Winnipeg Manifesto, or protest, of a few days before. Some of the statements were, he claimed, misapprehensions, one or two were owing to clerical errors, some had been remedied and others would be removed in the mortgage.

The Hon. Mr. Greenway, Leader of the Opposition, replied on the following day and spoke of the ease with which the present Premier appeared to rule his party and force it to accept this "gigantic abomination" of a policy. He admitted that the Northern Pacific had not given the country the competition which people desired with the Canadian Pacific, but none the less was the road a popular one. Delegation after delegation had come to the late Government demanding that the Northern Pacific Railway build branches and the result reacted upon the popularity of the Government when the Railway positively refused to move in the matter. He told of various and varied efforts to make arrangements with the Northern Pacific. However, their first one which brought the Railway into the country was a good contract. The present method of acquisition was not good. The bonds of the road should have been purchased. At one time they were selling at 33 cents on the dollar and now they were worth 80 cents. The price paid by the Government was

altogether too high and the negotiations too secret. Mr. Greenway favoured a Dominion Railway Commission to stand between the people and the Governments. He reviewed the efforts of his own Government during many years in the direction of obtaining lower rates on wheat and stated it had been their object to secure a ten cent rate. "It had been impossible to do so, but there was now no doubt that the roads could well afford to run for that rate." He considered that the railway scheme agreed upon by the Hon. Mr. Macdonald with certain New York capitalists was much better than the present plan and would have resulted in a ten cent rate on wheat. He read the contract which had been duly signed by the late Premier and by Mr. J. P. McDonald, for the American capitalists, and asked why an arrangement which would have secured an annual reduction in rates of $1,400,000 had been kept concealed and repudiated in favour of the present contracts. As to the latter deal he feared a future amalgamation of the Mackenzie and Mann interests with the Canadian Pacific Railway and he thought it a great pity that the Northern Pacific Railway had been driven out of the Province. He believed Manitoba could not afford to accept these enormous new liabilities. In the name of the people he protested against the contracts and believed that anyone who supported the measure would dig his own political grave. Various speakers followed.

The Attorney-General spoke at great length on March 11th. He believed the Dominion Government would help in making this new policy a success, and that the influence of the Canadian Pacific at Ottawa would not be sufficient to check it. In referring to the Hon. Mr. Macdonald's plan, he declared that the same proposition had been before the late Greenway Government, with differences in details, and had been rejected. There were serious legal difficulties in obtaining control over a line to Duluth, which made it impossible. Upon the important point of having the mortgage before assenting to the contracts, Mr. Campbell was explicit. "No mortgage would be taken until the parties are in a position to give a good title, and the Canadian Northern cannot give us a good title until the Dominion Government say that they have that title, and until it has received the endorsation of the Dominion Parliament." After reviewing the contracts and the mortgage question, from the standpoint of railway law and precedents and history, he declared that the campaign against the Government, on their policy, had reached a depth of unfairness and misrepresentation. He was quite satisfied to leave the subject to the House and the country, and the judgment of posterity. After brief speeches by Messrs. C. A. Young, J. McKenzie, T. C. Norris and Dr. Orton Grain, the second reading of the Bill carried by 23 to 9 votes. The third reading of the measure took place on March 13th, and was marked by forcible speeches from Messrs. Rogers, Roblin and Greenway, and the measure finally passed the House by 23 to 10 votes—the Liberal Opposition being composed of Messrs. Greenway, Myers, Young, Smith, Riddell, Fowler, Lagimodière, McKenzie and Jerome.

Meanwhile various events occurred in this connection outside of the House. On March 11th Mr. D. E. Sprague wrote to the papers deprecating the unfair current criticism of the contracts; the Winnipeg *Tribune*, and the Winnipeg *Free Press*, continued a most vigorous onslaught upon the project in its every phase; and Mr. Walter Barwick, K.C., of Toronto, under date of March 11th, sent the Attorney-General a careful legal opinion expressing the view that the matters dealt with by the contracts were "partly within the authority of the Legislature of Manitoba and partly within that of the Parliament of Canada." When the contracts were confirmed by these two bodies, and the Bill under discussion at Winnipeg was passed, nothing more would be required to complete the transaction. "Under section eight of the Bill, the Lieutenant-Governor-in-Council is fully authorized to require such terms to be inserted in the mortgage as he may deem necessary in the public interests, and, unless the Company executed the mortgage containing the terms required by the Lieutenant-Governor-in-Council, the guaranteed bonds cannot be issued." The Committee of the Winnipeg Board of Trade, which had been appointed at their meeting, on February 26th, to consider the Railway contracts, reported to a special meeting on March 6th. The majority Report, signed by Messrs. D. K. Elliott, J. H. Ashdown, G. F. Galt, R. T. Riley, E. L. Drewry and William Georgeson, approved of the adoption of the contracts, with certain provisions and safeguards inserted, and the minority Report, signed by Messrs. D. W. Bole and A. Macdonald, objected on the ground of too great liability. Mr. C. N. Bell acted as Secretary of the Committee.

On March 15th a public meeting was called in Winnipeg by Mayor Arbuthnot to protest against the passage of this legislation. The gathering was a stormy one; addresses were made by the Mayor, ex-Mayor Andrews, Messrs. S. Walker, J. H. Brock, Isaac Campbell, K.C., and others, and a Resolution, appealing to the Dominion Government to refuse ratification of the contracts, was declared carried. On the succeeding day the Premier wrote Mr. Isaac Campbell a challenge to meet him in formal and public debate upon the question. The latter objected to the time limit set for discussion, and the proposal finally fell through. A few days later—March 22nd—the Hon. Mr. Roblin, with his Government and supporters in the Legislature, were banquetted by the Maple Leaf Conservative Club in honour of the passage of the contracts. Various meetings followed throughout the Province, and expressions of approval, and some of protest, continued to come in. Among the places heard from in this way were Morris, Emerson, Strathclair, Morden, Boissevain, Gretna and Brandon. Most of these meetings declared in favour of the project, and at Brandon, on April 9th, the Hon. Mr. Rogers delivered an important speech. Meantime Messrs. J. H. Brock and D. W. Bole, of Winnipeg, Mr. A. S. Fraser, of Brandon, Mr. Edward Brown, of Portage La Prairie, and Mr. William Robinson, of Selkirk, were constituted Delegates to go to Ottawa and protest against the ratification of the contracts. They published a lengthy Manifesto declaring that the Province was being

made subject to a total annual charge of $683,920, and a capital liability of $17,610,000; that the total revenue of the Province was only $900,000, and that this experiment was therefore dangerous to the credit of Manitoba; and that other sins of omission and commission rendered the bargain a very serious evil for the community and its future.

On April 25th the Railway Committee of the House of Commons heard Mr. Wallace Nesbitt, K.C., as Counsel for the Delegates, Mr. Z. A. Lash, K.C., for Mackenzie and Mann, and Mr. Walter Barwick, K.C., for the Government of Manitoba. Mr. D. W. Bole was heard on the following day. Mayor Arbuthnot addressed it on April 30th, as well as various Counsel, and Mr. J. S. Ewart, K.C., of Winnipeg, spoke on the next day for the Canadian Northern. Finally, after a long debate in the House of Commons, the Railways were given authority to make the contracts, and on May 25th the Northern Pacific lines were formally taken over by the Manitoba Government, Two days later the Premier announced that on June 1st the new tariff of rates would come into force. The vanquished Delegates to Ottawa, together with Messrs. R. L. Richardson, M.P., and A. W. Puttee, M.P., were given a Dinner at Winnipeg, on June 6th, and ten days later, at a Dinner to Mr. George Lawrence, M.P.P., at Killarney, the Premier stated that various extensions of the Canadian Northern and the Canadian Pacific would be built during the ensuing year. A partly new tariff, on the Canadian Northern system, went into operation on June 24th.

Progress was made in construction throughout the year, and on November 1st, Mr. Mackenzie told the Montreal *Star* that 100,000 bushels of wheat a day were being carried on the road, and that only 50 miles remained to be completed of the Ontario Section between Rainy River and Port Arthur. To the Toronto *Mail and Empire*, on November 30th, Mr. Roblin stated that since the Canadian Northern had come under his nominal control, as Railway Commissioner of the Province, the earnings had been sufficient to pay maintenance and operation of the lines and interest on the total amount guaranteed by the Province together with "a margin of profit to pay reasonable dividends on what might be considered a fair stock liability." On December 29th, a silver spike driven into the road-bed at Antikokan by the Hon. E. J. Davis, Ontario Commissioner of Crown Lands, marked the completion of the Ontario or Rainy River section of the Canadian Northern. Mr. James Conmee, M.P.P., also officiated at the function. In the evening a banquet was held at Port Arthur in honour of the event, attended by the Hon. Mr. Davis, the Hon. C. H. Campbell, K.C., of the Manitoba Government, Mr. William Mackenzie, Mr. D. D. Mann, Mr. Byron E. Walker, of Toronto, Mayor Matthews, Mr. D. F. Burk, Mr. George T. Marks, Mr. T. A. Burrows, M.P.P., Mr. Conmee, M.P.P., Mr. William Georgeson, of Winnipeg, Mr. Hugh Sutherland and many others. The various speakers showered congratulations upon Messrs. Mackenzie and Mann. The former, in reply, referred to their plans for a new trans-

continental route; stated that an Elevator of 1,250,000 bushels capacity would be established within a few weeks at Port Arthur as a beginning of their terminal works; and added that while they had 14 men on their pay-rolls in January, 1897, the Canadian Northern now had 1,069 employees with wages of $44,091 a month. Mr. Mann described the nature of the new road, and predicted that within 15 years 200,000,000 bushels of wheat would be exported from the Canadian West. Of this their road must get a fair proportion. At the beginning of 1902 they would have 1,300 miles in operation and be the third largest railway system in Canada. Within seven years they hoped to drive the last nail in the second Canadian trans-continental line.

British Columbia Railway Legislation

During the visit of the Premier and Mr. Eberts to Ottawa early in 1901, they pressed upon the Dominion authorities the necessity of assisting certain railway projects in the Province at a ratio of two-thirds to one-third of the expenditure. Especially was this claimed to be a duty in view of the contributions of British Columbia to the revenues of the Dominion. It was also desirable because of the over-lapping jurisdiction of the Governments and the peculiarly heavy requirements of the Province on account of its rugged conformation and immense natural resources. "Throughout the centre of British Columbia," Mr. Dunsmuir pointed out in a letter to the Premier, "for its entire length there extends a great and comparatively level plateau, admirably adapted for a trunk line of railway, from which would ultimately radiate branch lines to the coast tapping localities capable of remarkable development and of creating immense traffic." Nothing came of these proposals, however, and very soon the Provincial Government found themselves in a prolonged struggle with rival factions and opinions over the policy which they definitely and finally enunciated in the Legislature during the ensuing April, and which involved a permissive loan of money, not exceeding $5,000,000 to certain railways, at the rate of $4,000 per mile of road having a uniform guage of four feet eight and one-half inches. The following lines were specified:—

1. For a railway from the Coast in the neighbourhood of English Bluff, near Point Roberts, *via* Chilliwack and Hope to Midway, Boundary Creek district—approximately 330 miles.
2. For a railway from the present terminus of the Esquimalt and Nanaimo Railway to the northern end of Vancouver Island—approximately 240 miles.
3. For a railway from Rock Creek to Vernon to connect with the Shuswap and Okanagan Railway—approximately 125 miles.
4. For a railway from the Coast, at Kitimaat, to Hazelton—approximately 100 miles.
5. For a railway from Fort Steele to Golden—approximately 150 miles.

The money borrowed under this Act—which was introduced on April 23rd by Attorney-General, the Hon. D. M. Eberts—was to bear interest at a rate not exceeding three and one-half per cent.; to be repayable at a date not less than 25 and not more than 50 years; to be subject to a sinking fund imposed at the discretion of the

Lieutenant-Governor-in-Council, and to be applied by the Minister of Finance in accordance with the terms of the Act. The measure authorized the Provincial Government to make all necessary arrangements and agreements with any persons and companies interested in the specified railways, subject to certain conditions. These included the commencement of work on the railways mentioned on, or before, July 1, 1902, and its diligent prosecution; the payment of the subsidy or loan only when any road was completed and in running order, and at such time as satisfactory securities had been given for its continued maintenance and operation; the payment of 4 per cent. per annum of the gross earnings of the railway to the Province; the declaration that railways obtaining such subsidies should be constructed wholly, and as a continuous line, within the Province; the proviso that the Lieutenant-Governor-in-Council should have "absolute control of the freight and passenger rates to be charged" upon the roads—notwithstanding any possible jurisdiction of the Dominion Government; the right of the Province to acquire the railways in the future at a valuation under arbitration; announcement that the road from Victoria to Boundary district should not be entitled to the subsidy unless the Company gave satisfactory assurances to construct and operate daily a sufficient steam ferry from Victoria, on Vancouver Island, to the Mainland and to connect the Cities of Vancouver and New Westminster. The Act also enabled the Government to appropriate $500,000 to the construction of a bridge over the Fraser River, in the vicinity of New Westminster, the tenders being subject to public competition and the Government having control over the future tariff of tolls.

The contest, begun early in the year between various interests backing the Victoria, Vancouver and Eastern Railway—which already possessed a Dominion charter to construct a road from the Coast to the Kootenay or Boundary regions—and the Canadian Pacific Railway, was now transferred to the Legislature. The Government, in their measure, assumed absolute power to give the contracts for construction of these various lines to whatever concern they might select, and it was claimed, and believed in many quarters, that they intended to hand over the chief subsidy—that from the Coast to the Boundary district—to the Canadian Pacific Railway. The cry of monopoly was strongly raised, and competition was presented by the opponents of the Government as a necessity for the Province. Upon the other hand it was known that Messrs. Mackenzie and Mann held the Dominion charter of the Victoria, Vancouver and Eastern Railway, and that behind them were Mr. J. J. Hill and the Great Northern Railway; and the possibility of American control of Provincial interests was alarmingly portrayed. In the Legislature a break-up of parties took place at once upon the question. Mr. Joseph Martin, the Leader of the Opposition, Mr. John C. Brown and Mr. W. W. B. McInnes announced their intention of supporting the Government, while Mr. Smith Curtis, a prominent member of the Opposition, declared that he was no longer connected with that organization and would oppose the measure independently. "My

policy," he said to the Vancouver *World*, on April 24th, "is Government owned, and Government operated lines, and, failing that, Government control, with competition." Other members, it was understood, would desert the Government upon the question. In the Province the press was divided into all sorts of conflicting camps, but, speaking broadly, the Victoria *Colonist*, the Westminster *Columbian*, the Vancouver *Province* and the Vancouver *News-Advertiser* supported the Government while the Rossland *Miner*, the Victoria *Times* and the Vancouver *World* denounced them and their policy with vigour. The issue was further complicated by the objection of many members on the Government side of the House to any alliance or combination with Mr. Martin, and upon this point prominent supporters of Mr. Dunsmuir such as Messrs. H. D. Helmcken, A. E. McPhillips and J. F. Garden were outspoken.

In the House the measure was debated at length. On May 6th, Mr. Smith Curtis declared that there was nothing in it to show that the Government desired the immediate construction of the Coast-Kootenay road, and that delay was being sought in order to help the Canadian Pacific Railway; that there was no hint of securing competition and every indication of an intention to help the existing monopoly; that there should be no objection to this road being deflected into the United States if thought desirable by the Company concerned; that the Esquimalt and Nanaimo Railway and the Comox-Cape Scott Line should sign a contract giving control of rates to the Government; that the Coast-Kootenay Line should be a Government work owned by the Province. Upon this latter point he moved a want of confidence Resolution which was rejected by 31 to 4 votes. It had been said in the press that many supporters of the Government would refuse to accept the measure, but when the test of speech and vote came it was found that an unusually strong feeling existed in its favour—apart from details. On May 8th, Mr. A. E. McPhillips criticised some of the details, though he intended to vote for the measure itself. He thought the percentage of gross earnings payable to the Government was right in principle but as a first lien was hampering. The Dominion Government recognized operating expenses as a first lien. The provision for purchase at the end of 20 years might hinder the investment of capital at present. The attempt to control rates was, he believed, unconstitutional and opposed to Dominion rights. He was strongly opposed to the Canadian Pacific Railway being given the contract for constructing the Coast-Kootenay Railway.

Mr. Martin followed in strong support of the measure; Mr. R. G. Tatlow, Mr. Munro and Mr. Hall spoke in favour of it to some extent, but all urged a competitive line in preference to Canadian Pacific Railway control; and the second reading passed by 33 to 3—the latter being Messrs. Smith Curtis, E. C. Smith and Hawthornthwaite. On the following day it passed the third reading after various amendments had been voted upon. Mr. Tatlow moved in connection with the subsidy to the Coast-Kootenay Line that

"preference shall be given to a competitive railway," and this was rejected by 24 to 13. Mr. Smith Curtis, in connection with the admitted fact of Mr. Dunsmuir's financial interest in the Esquimalt and Nanaimo road, moved that no subsidy should be granted to any Company which included a member of the Provincial Executive Council, and this was voted down by 27 to 3. The same member proposed a lengthy motion intended to prevent the Coast-Kootenay Line from ever being absorbed or controlled by another railway, but it was rejected by 21 to 6. Other amendments met with a similar fate. The Bill was assented to by the Lieutenant-Governor on May 11th.

In the Province, generally, political controversy had, meantime, been very active. On January 31st, the Vancouver Liberal Association prepared and passed a Memorial to the Dominion Government asking support for a Coast-Kootenay line of railway and approving the Victoria, Vancouver and Eastern Company's desire for a subsidy. On February 20th, a conference of the Settlers' Association and the Board of Trade Council of Victoria approved a petition to the Dominion and Provincial Governments, asking for a railway from Vancouver to Chilliwack as a preliminary to the Coast-Kootenay Line. A public meeting in Vancouver, on March 7th, asked for the restoration of the once-granted Provincial bonus of $4,000 a mile to the V. V. & E. Company, and four days later the City Council of Vancouver requested a Provincial subsidy for some Company not specified, and urged Government control of its passenger and freight rates. On March 13th, the delegates from the Vancouver mass meeting waited upon the Government and were promised careful consideration of their opinions by the Hon. Mr. Turner. Six days later a public meeting was held in Victoria, and Resolutions passed favourable to the V. V. & E. project. Mr. E. V. Bodwell, K.C., spoke on behalf of Mackenzie and Mann, and stated that they were willing to insert a clause in their contract making future amalgamation with the Canadian Pacific Railway impossible. A delegation from this meeting met the Government, on March 21st, and a telegram was read from Messrs. William Mackenzie and James J. Hill stating the equal interest of Mackenzie and Mann and the Great Northern Railway in the Victoria, Vancouver and Eastern stock. The Premier made no promise in the matter, but stated that Government control of rates was essential to any possible agreement.

On March 26th, a Memorial was presented to the Government by Mr. Charles Woodward, from the Vancouver Citizens' Association, on behalf of an independent line to the Kootenays, clear of all connection with the Canadian Pacific Railway. Three days later another public meeting was held in Victoria, and a Resolution passed, unanimously, along the same lines as the Memorial from Vancouver. Meanwhile, on March 22nd, a deputation from the Similkameen, Nicola and Osoyoos districts had waited upon the Government, and a week later they presented a Memorial summarizing reasons for granting aid to the V. V. & E. project and stating that Mackenzie and Mann already

had $1,500,000 invested in Kootenay mines, and would construct the railway at once. In Vancouver, on April 4th, another mass meeting was held, and Resolutions passed in favour of a Coast-Kootenay road independent of the Canadian Pacific Railway. Mr. Bodwell stated that the Government's conditions, as outlined by the Premier, made it apparently impossible for the V. V. & E. Company to tender for the contract. On April 10th, a public meeting was held at Rossland in favour of a competitive and independent line, and two days later the British Columbia Board of Trade at Victoria adopted a Resolution of the same character, and referred to the "almost unanimous demand" of the people in this connection. On May 2nd, the Hon. Mr. Wells made public the correspondence which had passed between the Government and certain Companies regarding the terms under which a loan or subsidy would be granted to different railways. Prolonged discussions followed between the Government and various concerns interested, but at the end of the year nothing had been absolutely settled.

Electric Railways in Canada

There was some development in this connection during the year, and much discussion as to the introduction into cities of radial electric lines. Toronto, Stratford, Hamilton, Guelph, Woodstock, Galt and Berlin, discussed the subject in various local forms—sometimes with a view to encouraging the entry of suburban lines; sometimes in an effort to retain the control of their streets from the influence of such corporations. According to the Report of the Minister of Railways for the fiscal year ending June 30, 1901, there were 40 electric roads in the Dominion with a mileage of 672; an expenditure upon maintenance, buildings, etc., of $310,892; an expenditure upon working and repairs of $824,801; general operating expenses of $2,299,468; total operating expenses of $3,435,162. The construction of these lines was confined almost entirely to Ontario and Quebec—368 miles to the former and 197 to the latter—and the total ordinary share capital was $22,421,448; the preference share capital was $1,135,166; the bonded debt was $13,280,426; and the total nominal capital was $39,076,018. The only official aid given was in Ontario, where $60,800 was granted by the Dominion Government, and $173,000 by the Municipalities. The chief railways concerned, and their general condition, may be seen in the following condensed statement from the elaborate official tables:—

Name of Electric Railway.	Length of Line.	Ordinary Share Capital paid up.	Bonded Debt.
British Columbia.....	48·30 miles	$973,333	$1,216,666
Hamilton, Grimsby, and Beamsville	23·00 "	113,300	85,000
Hamilton Radial	12·00 "	75,000	.....
Hamilton Street.....	22·00 "	205,000	500,000
Hull.....	13·63 "	292,000	.....
London.....	28·50 "	400,000	400,000
Metropolitan (Toronto to Newmarket)	28·00 "	450,000	50,000
Montreal Park and Island ..	40·88 "	720,900	833,000
Montreal	103·43 "	5,500,000	973,333
Montreal Terminal.....	14·10 "	500,000	330,000

Name of Electric Railway.	Length of Line.	Ordinary Share Capital paid up.	Bonded Debt.
Niagara Falls	13·68 miles	$600,000	$690,000
Ottawa	23·85 "	814,800	500,000
Niagara, St. Catharines and Toronto	19·94 "	550,000	400,000
Quebec	17·22 "	1,000,000	500,000
St. John	12·00 "	500,000	675,000
Sandwich, Windsor and Amherstburg	15·00 "	297,000	140,000
Toronto	89·10 "	6,000,000	3,258,373
Toronto, Suburban, Mimico and Scarboro Lines	18·44 "	158,487	.....
Winnipeg	18·00 "	895,170	1,000,000

Name of Electric Railway.	Total Capital.	Train Mileage.	Passengers Carried.
British Columbia	$3,028,145	1,412,486	5,336,310
Hamilton, Grimsby, and Beamsville	226,300	232,024	278,507
Hamilton Radial	75,000	192,740	464,810
Hamilton Street	705,000	1,191,261	3,693,677
Hull	810,297	373,343	533,328
London	800,000	.....	.....
Metropolitan (Toronto to Newmarket)	1,050,000	250,000	424,924
Montreal Park and Island	1,868,900	659,397	1,275,498
Montreal	6,629,367	10,491,387	45,833,652
Montreal Terminal	845,932	231,698	348,310
Niagara Falls	1,288,572	277,302	668,699
Ottawa	1,314,800	2,253,092	7,469,304
Niagara, St. Catharines and Toronto	1,128,400	205,500	253,845
Quebec	1,500,000	1,089,450	3,715,675
St. John	1,175,000	445,667	1,710,223
Sandwich, Windsor and Amherstburg	437,000	.....	.....
Toronto	9,258,373	9,292,020	37,620,583
Toronto, Suburban, Mimico and Scarboro Lines	238,565	340,872	1,003,539
Winnipeg	1,895,170	1,019,086	3,196,489

The freight carried during the year by the 40 Canadian electric lines included 7,229 tons of flour, 12,789 tons of grain, 1,851 head of live stock, 88,323 tons of lumber, 4,319 tons of firewood, 35,175 tons of manufactured goods, and a total freight of 287,926 tons. The earnings from passenger traffic were $5,529,687—of which the Montreal Street Railway took $1,855,656, and the Toronto Street Railway $1,545,771—and the total gross earnings were $5,768,283. The net earnings were $2,333,120. Those killed by accident on these roads numbered 15, and those injured, 314.

The Canals of Canada

The St. Lawrence waterway from the head of Lake Superior to the sea has cost the Dominion and the older Provinces a very large sum of money. In the building and maintenance of Canals—mainly, though not entirely, on this system—the total amount expended up to June 30, 1901, was $98,622,992. The total revenue, including tolls, water power, rentals,

etc., up to the same date, was $12,717,343. In the fiscal year 1901 the sum of $2,514,214 was spent on further construction and enlargement, and $638,909 was applied to repairs, renewals and operation—a total of $3,153,124. The net revenue collected was $315,425, and of this the Canal tolls only amounted to $26,129, showing a decrease on the preceding year of $11,404. The following table shows the detailed expenditure on Canal construction up to June 30, 1900, and the total expenditure upon the respective Canals for construction, repairs and maintenance in the last mentioned fiscal year :—

Canal.	Spent on Construction.	Expenditure in 1899-1900.
Lachine	$11,178,201	$226,000
Beauharnois	1,835,598	39,612
Soulanges	5,792,066	705,518
Cornwall	6,851,730	221,233
Williamsburg System	8,083,144	893,760
St. Lawrence System (Miscellaneous)	2,330,656	347,484
Welland	24,293,587	199,728
St. Anne's, Carillon, Grenville and Culbute	5,999,535	63,208
Rideau	4,396,422	72,640
Trent Valley	3,045,701	357,747
St. Ours, Chambly, and St. Peters	2,104,156	48,617
Murray, River Tay, Lake St. Louis, Lake St. Francis, and Miscellaneous	2,054,300	121,337
Sault Ste. Marie	3,770,621	54,279

Canal statistics for the season of navigation in 1900—the latest of an official character published—may be found in one hundred and sixty pages of the Departmental Report for 1901. A few important facts may be given here from the mass of figures contained in that publication. The quantity of barley, corn, oats, pease, rye and wheat which passed down the Welland Canal from ports west of Port Colborne, in 1900, was 244,661 tons, as compared with 332,746 tons in 1899, and 295,509 in 1891. The quantity passing down the Canal from and to United States ports decreased, between 1891 and 1900, from 202,710 tons to 84,589. The quantity arriving at Montreal *via* the Grand Trunk and Canadian Pacific Railways was 229,624 tons in 1900, and that passing down the whole length of the St. Lawrence Canals to Montreal was 295,928 tons—a decrease of 308,272 tons since 1897. Decreases were also reported on the New York State Canals. There were 325 cargoes of 183,000 tons, in Canadian vessels, passed down the Welland Canal in 1900, as compared with 259 cargoes of 163,575 tons in American vessels. The total quantity of freight passed through the Welland Canal in this season was 719,360 tons, and through the St. Lawrence Canals, 1,309,066 tons. The Welland figures were the lowest since 1867. The total freight passing through the Ottawa Canals was 348,561 tons ; through the Rideau, 389,145 tons ; through the Sault Ste. Marie Canal, 2,035,677 tons. There were considerable decreases in the trade passing down all these canals, with the exception of the Rideau, which showed a slight increase. At the beginning of the year 1901, the through route between Montreal and Port

Arthur, at the head of Lake Superior, comprised seventy-three miles of canal, with forty-eight locks and 1,150 miles of river and lake waters, with a fourteen-foot navigation open all the way.

In concluding his official Report for the fiscal year 1901, Mr. Collingwood Schrieber, C.M.G., Deputy Minister of Railways and stated that Canals, considerable progress was being made with the improvements at Port Colborne—the Lake Erie entrance to the Welland Canal. They comprised the deepening of the approach to the Canal, the construction of two docks with piers, the future erection of necessary grain-elevators, the construction of a breakwater by the Department of Public Works. The deepening of the approaches to the Sault Ste. Marie Canal were also progressing, and the construction of new works for the extension of the Trent Canal system—connecting Lake Simcoe with Lake Ontario, and thence with the St. Lawrence—were proceeded with. In this latter connection the annual meeting of the Trent Valley Waterway Association was held at Peterborough on March 21st with Hon. J. R. Stratton, M.P.P., in the chair. A Resolution was passed thanking the Hon. Mr. Blair, Minister of Railways and Canals, for his recent visit to the route of the Canal, and to the Hon. Mr. Tarte, "whose energy and broad views upon the transportation problem have given an impetus to the improvement of transportation facilities." Another was passed urging the rapid completion of the waterway and a lengthy Resolution recapitulating the importance of the reasons for the construction of the Canal was also accepted.

On March 20th, in the House of Commons, the Hon. Mr. Blair stated that the Government had, during the past four years, spent $12,095,085 upon Canal construction and improvement—$2,348,636 in the year ending June 30, 1897; $3,207,608 in 1898; $3,899,277 in 1899; $2,639,564 in 1900. Of these amounts he stated that $4,132,251 was paid on account of contracts entered into by the late Government and re-let.

Canadian Shipping Interests

The vessels built and registered in Canada during the calender year 1900 numbered 297, with a tonnage of 22,329; those sold to other countries during the same period numbered 29, were worth $205,618 and had a tonnage of 13,354. The sea-going vessels arriving and departing from Canadian ports—exclusive of coasting vessels—in 1900, numbered 28,546 as against 27,121 in 1899. Of these the British vessels registered 6,728,799 tons, carried 2,939,285 tons of freight and employed 189,244 men; the Canadian vessels registered 1,918,320 tons, carried 2,017,123 tons of freight and employed 119,734 men; the Foreign vessels registered 5,528,002 tons, carried 2,017,123 tons of freight and employed 248,416 men. The total tonnage entered and cleared at Canadian ports, with cargo and in ballast, during 1900 was 14,175,121 tons. According to Provinces the sea-going tonnage of Quebec was 3,029,203 in 1900, as against an average of 2,563,064 in the years 1894-98. That of Nova Scotia was 3,686,747 tons in 1900 as compared with an average of 2,443,971 in the years mentioned.

That of New Brunswick was 1,380,002 tons in 1900 as against the average figure, in the years referred to, of 1,197,101. That of Prince Edward Island was 185,741 tons in 1900 as against 115,689 in 1894-98 and that of British Columbia was respectively 2,351,903 and 2,210,422 tons.

At Canadian ports in the inland waters between Canada and the United States the number of Canadian vessels arriving and departing during 1900 was 21,089 and the tonnage register 7,599,066; the number of American vessels was 21,805 and the tonnage register 5,139,908; the total number 42,894 as against 39,696 in 1899. The freight carried by the Canadian vessels in 1900 was 1,154,088 as compared with 808,143 in 1899 and that carried by American vessels was 1,641,649 as against 2,038,614 in the former year. The total of all sea-going and inland vessels, arriving at and departing from Canadian ports in 1900, was 71,440 in number, with freight of 8,546,903 tons weight and men numbering 1,120,717. The coasting trade of the Dominion had a tonnage of 33,631,730 in 1900—an increase of 3,077,299—divided amongst the Provinces as follows:—

Ontario	10,987,018	New Brunswick	1,573,214
Quebec	8,236,040	British Columbia....	5,558,582
Nova Scotia	5,984,941	Prince Edward.....	
Yukon Territory	58,409	Island.....	1,233,526

Canadian Steamship Lines

Early in the year, the Franco-Canadian Steamship Company was organized at Montreal with Mr. F. H. Clergue, of the Sault; Messrs. George E. Drummond, L. E. Geoffrion, A. A. Ayer, Henry Miles, W. E. Blumhart and Senators Mackay and A. A. Thibaudeau, of Montreal; Mr. E. V. Douglas, of Philadelphia; Mr. J. R. Booth, of Ottawa, and Senator Melvin Jones, of Toronto; as Directors. The object was to bring the Clergue interests of Sault Ste. Marie, the iron, steel and pulp of Western Ontario and the commerce of the country, generally, into touch with the French people and markets. Three steamships were procured for immediate service between Montreal and Havre and it was announced that three additional ones would be constructed and completed as quickly as possible. Incorporation was applied for and was given at the ensuing Session of Parliament. On January 19th, the Richelieu and Ontario Navigation Company launched their new steamer, *The Kingston*, from the Bertram ship-yards in Toronto. It was of the latest style of construction and 290 feet in length, with an extreme breadth of 64 feet and depth of 43 feet. On February 11th, the annual statement of this Company was issued showing the gross receipts for 1900 as $901,331, the operating expenses as $748,105, the fixed charges as $23,903 and a total net profit of $129,322. The assets were stated at $2,977,230, of which $2,885,661 represented the value of steamships, wharves, buildings, etc. The liabilities included a capital stock of $2,088,000, 5 per cent. sterling bonds of $471,580 and bank loans of $207,723.

Early in the year the Elder-Dempster Company Line, of Montreal, in common with other branches of that concern running from

Liverpool to various ports in Europe, Africa and the American Continent, lost by death its great animating and sustaining spirit—Mr. Alfred L. Jones. On March 1st, it was announced that this Line and the Allans had tendered for the mail service between Canada and Great Britain. The Elder-Dempster Company had conducted the service since the autumn of 1899, in succession to the Dominion and Allan Lines which had previously held it. It was now stated that the Government were dissatisfied and, ultimately, the contract was awarded to the Allans. Speaking to the Montreal *Herald*, of March 1st, Mr. D. W. Campbell, the Manager of the Line, stated that they had originally taken the service to oblige the Government, after informing them that many of their best steamers had been chartered by the Imperial authorities for war transportation purposes. This fact caused difficulties from the first and they had incurred considerable expense and some loss in trying to meet the requirements of the Government. With a view to strenghtening the mail and passenger service of the Line he announced that they had purchased a North-German Lloyd steamer, which had been re-christened the *Lake Simcoe*, and that this vessel with two new twin-screw steamers of 11,000 tons—the *Lake Michigan* and the *Lake Manitoba* would be placed on the route very shortly. This was done in the course of the year. On April 22nd, it was stated by Mr. John Torrance that the Dominion Line would not have any vessels coming to Montreal in the ensuing season. This was owing to their new ships having been bought by the British Government and to the refusal of other vessel-owners to let their ships take the St. Lawrence route.

During 1901 the Canadian Pacific Railway Company made considerable additions to its fleet. Early in January it was announced at Vancouver that the Canadian Pacific Navigation Company had been bought out by the larger concern. This change involved the acquisition of 14 vessels and was finally consumated on March 4th. Mr. J. A. Thomson was made Chairman of the new Board of Directors and Mr. F. C. Vincent was retained as Secretary-Treasurer. The original capital of the Canadian Pacific Navigation Company, at incorporation in 1883, was $500,000 of which $356,000 was subscribed and paid up. In the annual Report of the President of the Canadian Pacific Railway Company, dated August 20th, it was stated that the rapidly increasing development of trade on the Pacific coast had induced the Directors to consider the matter of providing a suitable line of coasting steamers. "As the steamers and other property and franchises of the Canadian Pacific Navigation Company, actively engaged in the business, and with established trade relations, could be secured on terms that appeared to be advantageous, it was deemed desirable to acquire the same at an expense of $531,000." Mr. Shaughnessy also announced that another steamer had been added to this fleet at an expense of $175,000; that it would soon be necessary to provide another vessel for the Yukon trade and for the route between Victoria and Vancouver; that an additional steamship on the Pacific route to the

East would soon be required; and that an issue of £480,000 sterling of bonds would be made for these purposes. He also stated that the contract for the carrying of His Majesty's mails between Canada and China and Japan had been renewed with the Company for another five years on conditions similar to the previous contract.

Parliament and the Steamship Lines

On May 9th the House of Commons discussed some of the items or votes for Steam Service. The Minister of Trade and Commerce announced that the $150,000 voted for an ocean mail service between Great Britain and Canada had been transferred from the Elder-Dempster and Company Line to the Allan Line. The reason given was unsatisfactory conditions of service, and the contract with Messrs. Allan was for one year. A sum of $20,000 was voted for the same purpose to use in case of necessity during the winter months. The service of the Furness, Withy and Company Line between Halifax and St. John's, Newfoundland, and thence to Liverpool, was given $20,000—mainly in order to help the trade between the Provinces, the United Kingdom and the Island. The Donaldson Line received $7,500 for the winter service between St. John, N.B., and Glasgow, and the Ulster Steam Company, or Head Line, another $7,500 for a similar service between St. John, Dublin and Belfast. These steamers were said to be large and they carried considerable food products. A grant of $40,000 was given Furness, Withy and Company for the line of steamers running in summer months between St. John, Halifax and London, and in winter from St. John direct, and from Halifax direct, to London. A somewhat discussed grant was that of $80,700 to a line of steamers running between St. John and Halifax, or either, to the West Indies and South America. The Minister of Trade and Commerce explained that the Imperial Government supplemented this amount with a vote of $60,000. These steamers called at Hamilton in Bermuda, Port of Spain in Trinidad, Kingston, in St. Vincent, St. Dominique, Demerara, St. Kitts, Antigua, St. Croix and one or two points in British Guiana, and were faster than formerly. "I do not see how you can hope to increase your trade with the West Indies except through the medium of some such line as this."

The steam service between Victoria and San Francisco was voted $5,000 and was declared by the Hon. Mr. Prior, of Victoria, to have given every satisfaction. A similar sum was given to encourage a service between Prince Edward Island and some port or ports in Great Britain. Another $5,000 was voted in the hope that something might be done to promote "direct communication" with South Africa and $4,000 for steam communication between points about Cape Breton Island. On May 21st, $8,000 was voted for a steamship service between Quebec and Blanc Sablon and calling at ports and places along the north shore of the St. Lawrence. A thousand dollars—in addition to $3,000 from the Provincial Government—was given for a steam service between Sydney, Cape Breton and Baie St. Lawrence. Considerable discussion took place upon the vote of

$35,000 for the direct fortnightly service between Montreal, Quebec, and Manchester, England, during the summer season, and between St. John, Halifax and Manchester in the winter season. This was not a new expenditure, the Minister of Trade and Commerce pointed out, and was slightly less than in the past year, owing to the vessels being smaller than the contract had called for. The service had carried $365,965 worth of American goods, and $1,239,039 of Canadian goods in the past year. An additional sum of $5,000 was granted for the promotion of direct steam communication between Prince Edward Island and Great Britain. A sum of $4,000 was given to start a semi-weekly service between Halifax and Canso, N.S., and $12,000 for a winter steam service between Quebec and the St. Lawrence harbours down to Murray Bay. This was largely for the purpose of testing the navigability of the route during the winter months.

The Canadian-Australian Steamship Service

In the January Report of Mr. J. S. Larke, from Sydney, it was stated that the Union Steamship Company, of New Zealand, had purchased a half-interest in the Canadian-Australian Steamship Company and would assume management of the concern at the Australian terminus. The *Warrimoo* was to be replaced in March by the *Moana*, a new steamer which had been running to San Francisco, and various improvements were to be effected in the other ships. In September, Mr. J. Owen Cox, of Sydney, was in Canada with a view to improving the present steamship service between these countries by means of representations to the Dominion authorities. He was said to be the representative of extensive shipping interests in Australia, and to be connected with the Federal Steamship Navigation Company which had developed a large business between England and Australia and South Africa. Interviewed by the Toronto *News*, on September 3rd, Mr. Cox declared that the Australians considered the American shipping laws a direct attack on the shipping interests of the Commonwealth and that a strong feeling was growing up against the United States as a consequence. He deprecated the sending of Canadian goods by American ports and expressed the opinion that the Australian and New Zealand Governments would support a subsidy for an efficient inter-Colonial steamship service.

A little later in the year Mr. James Mills, of Dunedin, New Zealand, was in the country upon business connected with the existing steamship interests—those of the Union Company and the Canadian Pacific Railway Company. After ten days spent in Montreal in consultation with the officials of the latter concern, he proceeded to Winnipeg and was interviewed there by the *Telegram*, on November 9th. He stated that he had been in Great Britain, prior to this, making arrangments for the construction of two new steamships for their Line. The Australian Company which he represented had a fleet of 50 steamships, with an average tonnage of about 40,000, and they had recently entered into an agreement with the Canadian Pacific Company for the mutual development of the commercial

interests of Canada and Australia by means of a joint transportation agency. The Union Steamship Company was to have entire control of the Australian end of the business and the Canadian Pacific Company, or the Canadian-Australian Steamship Company as it was technically called, were to control the Dominion end. He had been in conference with Sir Thomas Shaughnessy and others regarding proposed improvements in the service and it had been arranged that Mr. William Stitt, of Winnipeg, should proceed to Australia as General Passenger Agent for that community.

Speaking on this subject to the Toronto *Globe*, of August 19th, after his return from Australia, the Hon. Mr. Mulock was explicit as to the necessity of Government and popular action in the improvement of transportation facilities. The one line of steamers now available was not regular enough or fast enough in its service. "Its sailings are not sufficiently numerous and the route is greatly handicapped for eastern Canadian shippers because of the long land haul through the Dominion and also because of its terminus being in Sydney on the east coast of Australia. Freight charges have to be added for the haul between that port and Fremantle, a distance of about two thousand five hundred miles." He believed it would be necessary to have steamers sailing at more regular intervals between Canadian ports and Australia and touching at Fremantle and other cities along the Australian southern and eastern coasts. He dealt with American competition in goods and in transportation facilities. "In Australian ports you see the ships of all the trading nations of the world and most of them are being aided by the countries whose flag they fly. It is plain that it will be necessary for Canada to adopt a similar course if she is to acquire considerable trade relations with Australia. At present most of the importations from eastern Canada to Australia are shipped from the United States ports, but there is a universal complaint by the Australian representatives of Canadian manufacturers that vessels sailing from the United States ports discriminate against Canadian goods—frequently leaving Canadian shipments behind to make room for American goods.

Government Control of Railways

This subject came up in various forms in the debates of Parliament during the Session of 1901. On February 11th, on February 19th, on March 6th, on April 18th and on May 18th it was discussed at more or less length. The speeches may be seen in *Hansard* of those dates. On May 20th $5,000 was voted "to defray expenses in gathering information and otherwise in reference to a Railway Commission." Meanwhile, the subject had been variously referred to in the country outside of Parliament. An important interview with the Hon. A. G. Blair, Minister of Railways and Canals, was published in the Montreal *Star* of January 14th. Mr. Blair, in the course of a frank expression of opinion, deprecated the public idea that the appointment of a non-partisan Railway Commission would settle the whole question of rates and routes. He was not very enthusiastic in his own conviction upon that point and thought the subject as full of

difficulties for such a body as for the Government. "Yet I am distinctly in favour of its appointment and even now am engaged in framing a Bill for submission to Parliament which, with the approval of my colleagues, I intend to introduce as soon as it is completed and approved of. It provides for the appointment of a Railway Commission, to consist of three persons who shall have power to deal with all matters relating to railways which are now dealt with by the Railway Committee of the Privy Council, and some of which are dealt with by the Government themselves." It was not, however, to be presented at the coming Session of Parliament but during the following one. Speaking at the annual meeting of the Ontario Lumbermen's Association, on January 29th following, Mr. John Waldie, its President, referred to the subject in strong terms, and denounced the steady advance of railway rates on lumber and the general growth of a spirit of Socialism. As to the latter development, he thought there was a means of meeting it:—

> We believe this can be averted in Canada, if our Dominion and Provincial Governments stop granting subsidies to promoters for the purpose of building railroads to open the country. Let the Governments, both Provincial and Dominion, build and own the roads, the same as the municipalities do the highways. Let transportation companies operate on terms to be agreed upon, either by allowing a portion of the gross earnings to go to the Governments, or on some other terms to be adopted. In each case the people owning the road, through their representative, will have a say. This will come; and, whether through a Ross, a Whitney, a Laurier, or a yet unknown, the man who has courage to adopt it will be considered a patriot and a statesman."

In the Montreal *Gazette* of January 9th, President Shaughnessy of the Canadian Pacific Railway was interviewed upon the matter, and stated that "the Company would welcome the appointment of an impartial Commission to deal with all matters concerning railways, as the establishment of such a neutral body would afford an authoritative medium, through which denials could be given to the public of unwarranted and incorrect statements." On February 15th, the Toronto *Globe* had an editorial analysis of the situation, in which it took the ground that there was apparently nothing in the law to prevent American capitalists from buying up the stock of the Canadian Pacific Railway and controlling it in United States interests, and that there was nothing, either, to prevent the present owners of the road from operating it in favour of foreign rather than Canadian interests. "In fact the present management have been convicted of such lines of policy on many occasions." Too much construction of unnecessary roads had been indulged in. "If anything has been established and settled by the experience of the past, it is that railway competition is not often an effective means of regulating railway charges." In Western Canada, however, there was still abundant room for additional railway service—not necessarily competitive. Public opinion was not yet prepared for the purchase of existing lines by the Government, but it would be unwise not to bear such possibilities in mind in shaping the railway policy of Canada. The amount at stake in the advocacy of Government

ownership of existing roads was said to be very large. The difficulties created by the excessive bonding of many railways and the consequent heavy demands upon the Government by many bond-holders was referred to, and the conclusion come to that "whether the lines be under private, or Governmental management, an efficient Commission is an absolute necessity." This body should deal with problems of future construction as well as investigate those of the past.

The Ottawa *Citizen* discussed this subject at length ten days later and concluded that the arranging of a basis of valuation, the greatness of the sum of money required, the natural difficulties of operating so many and varied roads, the inherent and growing evils of party patronage, made Government purchase practically impossible. The subsidizing of other and parallel lines was equally dangerous and the tendency was to promote friction, divide an already small traffic, weaken the efficiency and service of the roads and end in possible brankruptcy. Control of rates by the Government was condemned as being dangerous under existing partisan conditions and "a solid, sensible, independent Commission of experts" was declared to be the only safe and possibly beneficial course. "It would not solve every difficulty but it would go far towards a practical solution." On December 5th, the Halifax Board of Trade passed a lengthy Resolution, almost unanimously, in favor of the transfer of the management of the Inter-Colonial Railway from the Government to the Canadian Pacific Railway Company "provided such arrangements could be made with that Company as would, while retaining Government ownership of the road, promote local traffic and lead to the extension and development of Canadian export and import business through the ports of Quebec, St. John, Halifax and Sydney." The matter was variously discussed in the press and elsewhere and the burden of public opinion seemed to be against this proposal. The Toronto *Globe* interviewed a number of local business men on December 7th and editorially opposed the project. Mr. J. A. Chipman, of Halifax, who had presented the matter in the Board of Trade there, continued, however, to advocate his plan.

Section XI—POPULATION AND IMMIGRATION

The Census of Canada

During the year 1901 the decennial Census was taken under the auspices of Mr. Archibald Blue and Mr. Thomas Coté. The figures, as finally announced, were 5,369,666 for the Dominion as a whole. The chief numerical increase was in Quebec while the chief proportional increase was in Manitoba, the Territories and the Pacific Province. Prince Edward Island was the only Province showing an actual decrease, while the increase over the whole Dominion was 536,023. The population in 1871 was 3,635,024 and in 1881, 4,324,810. The Provinces. compared with 1891, stood as follows:—

	1891.	1901.
Ontario	2,114,321	2,182,947
Quebec	1,488,535	1,648,898
Nova Scotia	450,396	459,574
New Brunswick	321,263	331,120
Manitoba	152,506	254,947
British Columbia	98,173	177,272
North-West Territories and Yukon	98,967	211,649
Prince Edward Island	109,078	103,259
	4,833,239	5,369,666

According to the figures announced from time to time in the following year, the number of families in Ontario were 451,839, as against 414,798 in 1891. The number of dwellings were 442,625, as against 406,948 in 1891. In Quebec the families numbered 303,301, as against 271,991 in 1891; the dwellings, 287,533, as against 246,644. In British Columbia the number of families was 39,000, as against 20,718 in 1891; the dwellings, 38,000, as against 20,016 in 1891. In Manitoba the families numbered 49,102, as against 31,786; the dwellings, 48,415, as against 30,790 in 1891. In New Brunswick the families numbered 62,700, as against 58,462 in 1891; the dwellings, 58,227, as against 54,718 in 1891. In Nova Scotia the families numbered 89,106, as against 83,733 in 1891; the dwellings, 85,032, as against 79,102. In Prince Edward Island the families numbered 18,746, as against 18,601 in 1891; the dwellings, 18,530, as against 18,389 in 1891. In the Territories the families numbered 29,500, as against 14,415 in 1891; the dwellings, 28,300, as against 14,129 in 1891. The population of Montreal was given at 266,826, as compared with 220,181 in the preceding Census. Taking into consideration the suburbs, however, Montreal papers claimed an actual population of 323,221. Toronto was found to have grown from 181,220 to 207,971. A Police Census taken later in the year indicated a considerable addition to this, and the Directory Census at the end of the year showed a population of 259,000. The figures for the other Cities of Canada were as follows, the only decrease being in Kingston:—

Cities.	1891.	1901.	Cities.	1891.	1901.
Quebec	63,090	68,834	Brantford	12,753	16,631
Ottawa	44,154	59,902	Hull	11,264	13,988
Hamilton	48,980	52,550	Charlottetown	11,373	12,080
Winnipeg	25,639	42,336	Valleyfield	5,515	11,055
Halifax	38,495	40,787	Sherbrooke	10,097	11,765
St. John	39,179	40,711	Sydney	2,427	9,908
London	31,977	37,983	Moncton	8,762	9,026
Victoria	16,841	20,821	Calgary	3,876	4,866
Kingston	19,263	18,043	Brandon	3,778	5,738
Vancouver	13,709	26,196			

A noticeable feature of the Census was the rush to the cities from the country, shown in the decreased rural population in Ontario, New Brunswick, Nova Scotia and Prince Edward Island. Another incident was the more or less equal development in the newer Provinces of Manitoba, British Columbia and the Territories. Quebec was the only Province which showed a gain in both rural and urban divisions. The population of Canada, as a whole, showed an increase in rural districts from 3,296,141 to 3,349,065, and in urban centres from 1,537,098 to 2,020,601—an urban increase of 483,503, compared with a rural one of 52,924. Manitoba increased its rural population from 111,498 in 1891 to 184,714 in 1901, and its urban population from 41,008 to 70,233. In Ontario the rural element decreased from 1,295,323 to 1,247,190, and the urban increased from 818,998 to 935,752. New Brunswick showed a decrease in the rural population from 272,362 to 253,835, and an increase in the urban from 48,901 to 77,285. Nova Scotia showed a similar decrease in rural population from 373,403 to 330,191, and an increase in urban population from 76,993 to 129,383. In Prince Edward Island the rural element decreased from 94,823 to 88,304, and the urban increased from 14,255 to 14,955. In Quebec there was a slight increase in the rural population, from 988,820 to 992,667, and a large urban increase from 499,715 to 656,231. British Columbia showed an increase in rural population from 60,945 to 87,825, and in urban from 37,228 to 89,447. The North-West Territories increased their rural population from 98,967 to 164,334, and the urban element rose from nothing to 47,315.

The religious statistics showed considerable changes in the position of the chief denominations. The Church of England increased in British Columbia from 23,619 in 1891 to 40,672 in 1901; in Manitoba from 30,852 to 44,874; in Nova Scotia from 64,410 to 66,067; in Quebec from 75,472 to 81,345; in the Territories from 14,166 to 25,412; in the Unorganized Territories from 1,800 to 6,293. It decreased in New Brunswick from 43,095 to 41,767; in Ontario from 385,999 to 367,940; and in Prince Edward Island from 6,646 to 5,976. The Methodists increased in British Columbia from 14,298 to 25,021; in Manitoba from 28,437 to 49,909; in New Brunswick from 35,504 to 35,973; in Nova Scotia from 54,195 to 57,490; in Ontario from 654,033 to 666,360; in Quebec from 39,544 to 42,014; in the Territories from 7,980 to 22,208; in the Unorganized Territories from 178 to 4,485. There was a decrease in Prince Edward Island from 13,596 to 13,402. The Roman Catholic Church increased in British Columbia

from 20,843 to 34,227; in Manitoba from 20,571 to 35,622; in New Brunswick from 115,961 to 125,698; in Nova Scotia from 122,452 to 129,578; in Ontario from 358,300 to 390,355; in Quebec from 1,291,709 to 1,429,186; in the Territories from 13,008 to 30,089; in the Unorganized Territories from 1,336 to 8,446. There was a decrease in Prince Edward Island from 47,837 to 45,796. The Presbyterians increased in British Columbia from 15,284 to 34,176; in Manitoba from 39,001 to 65,310; in Ontario from 453,147 to 477,383; in Quebec from 52,673 to 57,952; in the Territories from 12,507 to 27,806; in the Unorganized Territories from 51 to 3,181. The decreases were in New Brunswick from 40,639 to 39,424; in Nova Scotia from 108,952 to 106,319; in Prince Edward Island from 33,072 to 30,750. The total increase in the Dominion of these four chief denominations was as follows:—

Church.	1891.	1901.	Increase.
Roman Catholics	1,992,017	2,228,997	236,980
Presbyterians	755,326	842,301	86,975
Methodists	847,765	916,862	69,097
Anglicans	646,059	680,346	34,287

There were fourteen other sects or denominations specified, of whom the most important were the Baptists with an increase in the ten years from 257,449 to 292,485; the Congregationalists from 28,157 to 28,283; the Lutherans from 63,982 to 92,394; the Disciples of Christ from 12,763 to 14,872; the Jews from 6,414 to 16,432. There were decreases in the Freewill Baptists from 45,116 to 24,229; the Brethren from 11,637 to 8,071; the Quakers from 4,650 to 4,087; the Salvation Army from 13,949 to 10,307; the Universalists from 3,186 to 2,589. The Unitarians rose from 1,777 to 1,934; the "Unspecified" population decreased from 89,355 to 44,186; the "Various Sects" were given as 33,756 in 1891 and as 141,474 in 1901. This latter sub-division included 122 Sects, or religious designations, ranging from Confucians to Fire-Worshippers. The population of the two chief cities of Canada was variously constituted. In Montreal there were in 1901, 202,109 Roman Catholics, 23,934 Church of England adherents, 18,919 Presbyterians, 8,139 Methodists, 6,748 Jews, 2,043 Baptists, 1,218 Congregationalists and the rest scattering. In Toronto there were 62,407 adherents of the Church of England, 48,279 Methodists, 41,638 Presbyterians, 29,004 Roman Catholics, 11,913 Baptists, 3,655 Congregationalists and 3,078 Jews. According to sexes the Census showed 2,460,471 males in 1891 and 2,751,473 in 1901. The females numbered, respectively, 2,372,768 and 2,619,578. The unmarried males in 1891 were 1,601,541, and in 1901, 1,747,622. The unmarried females were, respectively, 1,451,851 and 1,563,459. The married males in 1891 were 796,153, and in 1901, 929,915; the married females were, respectively, 791,902 and 905,031. The widowed males in 1891 were 62,777, and in 1901, 73,597; the widowed females were, respectively, 129,015 and 150,766. There were 322 divorced females in 1901 and 339 divorced males. By Provinces the sexes were as follows:—

Province.	Males.		Females.	
	1891.	1901.	1891.	1901.
British Columbia	63,003	114,081	35,170	64,576
Manitoba	84,342	138,332	68,164	116,615
New Brunswick	163,739	168,639	157,524	162,481
Nova Scotia.....	227,093	233,642	223,303	225,932
Ontario.....	1,069,487	1,096,641	1,044,834	1,086,306
Prince Edward Island.	54,881	51,959	54,197	51,300
Quebec	744,141	824,454	744,394	824,444
Territories	53,785	123,725	45,182	87,924

As to origins the population of Canada was divided by the Census of 1901 into 55 divisions, of which the principal were English, 1,263,575; Irish, 989,858; Scotch, 798,986; French, 1,649,352; German, 309,741; Indian, 93,319. There were, also, 10,211 persons of Austrian origin, 2,528 of Belgian origin, 13,094 of Welsh origin, 17,299 Chinese, 33,839 of Dutch origin, 2,502 Finns, 5,682 Galicians, 33,574 Indian half-breeds, 10,892 Italians, 4,738 Japanese, 9,123 Jews, 17,427 Negroes, 6,255 Poles, 23,586 Russians, 31,104 of Scandinavian origin (including Danes, Icelanders, Norwegians and Swedes), 3,863 Swiss, and 1,641 Syrians. According to nationalities there were 5,236,109 Canadians, or British subjects, 43,398 Americans, 19,207 Austro-Hungarians, 16,379 Chinese, 6,486 Germans, 5,180 Italians, 2,927 Danish, 3,028 French, 3,607 Japanese, 20,014 Russians, and a small number of other representatives of various races and countries. According to the American Census of 1880 there were 717,157 Canadians then living in the United States; by that of 1890 there were 980,938; in the Census of 1900 there were 1,181,778. Between 1880 and 1890 this increase was 36·8 per cent., and between 1890 and 1900 it was 26·5 per cent.

Emigration to Canada

The issues involved in this subject were variously discussed during 1901. On January 16th Lord Strathcona addressed one of his occasional letters to the London *Times* drawing attention to the great advantages offered by Canada to British emigrants, of the agricultural class especially, and describing in some measure the boundless natural wealth of the country. A lengthy debate took place in Parliament, at Ottawa, on April 11th, as to the immigration of Doukhobors and Galicians. In his annual Report, dated July 31st, the High Commissioner in London stated that every effort was being made to interest people there in the matter of immigration. Exhibits of agricultural produce at farmers' gatherings; distribution of pamphlets and lectures by agents of the Department; school competitions for medals and the distribution of readers and atlases in the schools; the careful reply to letters, numbering in the year proceeding July 31st, 9,532; the utilization of the steamship agencies and the Canadian Pacific Railway; the work done by special Provincial Agents from British Columbia, New Brunswick, Nova Scotia and Ontario; were some of the elements entering into the purview of his Office. He went on to urge that settlers should keep in touch with their friends in Europe and pointed out the number of prepaid passages which

were arranged in this way from time to time. For this purpose the Provinces should be divided into immigration districts with working committees. He asked for more samples of grain, fruit and vegetables for display to the farmers and suggested the special preparation of a good map for use in British schools together with sheets of views of Canadian scenery. The neglect of the Imperial Institute by the Provinces was deprecated and its useful influence referred to.

Speaking at Highgate, on August 28th, the Hon David Mills, Minister of Justice, dealt at length with the question of promoting emigration from Great Britain to Canada, instead of swelling the population of a country to the south "which is really more hostile to the United Kingdom than it is to any other country in Christendom." He declared that the Englishman left home to better himself but did not seem to know that in going to the United States his descendants were to be "trained to look more unfavourably upon the country of their birth than upon any other occupied by white men." When settled there, however, "he discovers that the political atmosphere which he breathes is filled with prejudice against the country which he has left behind him with fond regret; that in every foreign dispute which may arise, the rulers of his native land are represented as "being in the wrong, as greedy, grasping, tyrannical and cowardly; cringing to the strong, oppressing the weak, and ever incapable of doing what is right." British statesmen who did not try to encourage emigration to British countries were, in his opinion, taking sides against their own land.

Under date of September 16, 1901, Mr. W. T. R. Preston, Inspector of Emigration Agencies in Europe, reported to Lord Strathcona. He devoted some space to expressing an opinion favourable to Continental emigration to Canada in preference to British emigration. The efforts to bring out the latter had, he thought, not proved very successful and local conditions in Great Britain were largely responsible for this result. "I will not say that the proposed British emigrant is not thrifty but I am safe in giving expression to the thought that the conditions are such that he is not able to anticipate the contingency of emigrating to the same extent as the Continental peasant, and he is, therefore, not as well prepared for establishing himself in a new country as the vast majority of Scandinavians, Germans, Belgians, Austrians, Hungarians, as well as others of the better class of the emigrating population of Europe." In his annual Report to the High Commissioner Mr. C. R. Devlin, Canadian Commissioner in Ireland, stated under date of July 8th that Canadian manufacturers and exporters had opportunities in Ireland "unsurpassed by any other country." He was doing what he could to promote emigration. "But then the conditions are so different. I admire the motives of the noble and patriotic men who denounce emigration. I agree with many of the views which they hold. But I am a Canadian and I see that every year numbers leave and for many years to come numbers will leave. I am anxious to get them for Canada."

During his visit to London in the summer the Hon. Mr. Ross, Premier of Ontario, made a number of references to emigration and pressed the matter strongly upon public attention in his speeches. Under date of September 9th he wrote a letter to the *Times* pointing out that 70 per cent. of the people leaving the United Kingdom were going to foreign countries and that the Empire was thus losing not only men and women but all the money and work that had gone into their training as skilled labourers or in other capacities. He urged more ample teaching of Colonial geography and resources in British schools and asked for concerted action in the promotion of emigration to the Colonies. "Canada has now a population of nearly 5½ millions. Make it 10 or 12 millions—as it might be made if we got a proper share of the emigration from the United Kingdom—and Canada would furnish a basis for the food supplies of the Empire and an admirable recruiting ground for army and navy."

The Chinese and Japanese Immigration Question

Under the terms of the Act of August 20, 1885, and its various amendments up to June 30, 1901, the number of Chinese entering the Dominion was 31,571. Those who left Canada in that time were uncertain in number, as they did not all register, but those obtaining certificates of leave numbered 12,669. The Census figures for 1901 showed, however, 17,299 persons of Chinese origin in the country and 4,738 of Japanese origin. The total amount received by the Dominion from fees upon this immigration was $1,632,942 and the sum refunded to the Provinces was $397,212. British Columbia showed much alarm and the white artisans much indignation over this influx of a foreign element. An extreme view may be seen in the following extract from the Nelson *Miner* of February 13, 1901:—

> The Chinaman is a curse to this country. That sentence seems to be about the strongest which can be written in denunciation of him, therefore it is repeated. The Government must some day rid the country of that curse. If they do not do it the people who make and unmake Governments will do it for them. That is all there is about it.

During 1900 legislation had been passed in British Columbia restricting Chinese and Japanese immigrants but it was vetoed by the Federal authorities on the ground of Imperial relations with Japan. A measure was passed at the succeeding Session imposing upon all immigrants the condition of being able to write in some European language, and this, it was thought, would get around the question of international relations involved in the preceding legislation. In the Legislature, on March 23, 1901, Mr. Dallas Helmcken, K.C., moved a Resolution, seconded by Mr. A. E. McPhillips, declaring that the Federal Elections Act should be so amended as to "prevent the franchise being exercised by naturalized subjects of Japan and China" and asking that an Address be presented to the Lieut.-Governor urging him to communicate to the Dominion authorities the opinion of the House in this connection. The Resolution was passed unanimously. On February 23rd, the

Japanese Consul, Seizaburo Shimizu, visited Ottawa in this connection and subsequently Toronto. He was interviewed by the correspondent of the London *Advertiser* on the date mentioned and eloquently described the progress of his country and its loyalty to British interests in the East. He referred to the offer of his people in British Columbia to raise a corps for service in South Africa and to their generous contributions after the great fires in Ottawa and New Westminster. There were, he claimed, only about 3,000 of his people in British Columbia and they were not numerous enough to seriously affect prices and wages. There was practically no emigration from Japan to the Province now, as the Japanese Government had forbidden it in the interest of good relations with Great Britain and Canada. He pointed out the friendly treatment accorded British subjects in his country and asked for a change in the unfriendly British Columbia legislation referred to. Japan would grant every freedom to foreigners, but "she expects no discrimination against her commerce or people."

On March 30th the *Outlook* of Victoria dealt vigorously with the question of Chinese immigration. It calculated that the annual loss in that city from Chinese cheap labour and living was $616,000 and expressed surprise that the newspapers or people were not showing more interest in the proceeding of the Royal Commission then investigating the subject in the Province. To this paper Oriental immigration appeared to be "detrimental to the moral, physical, commercial and industrial interests of the country." Amongst other addresses upon the subject delivered during the year was one by Captain Clive Phillipps-Wolley of Victoria, on November 22nd. He had not much that was good to say of the Chinese. Convictions in law were difficult to obtain against them because of their many combinations; they were skilled criminals with an extreme disregard for the truth; they evaded the payment of taxes; their presence produced epidemics of disease and he knew of no excessive filth for which they were not responsible; their process of market-gardening was repulsive in the extreme and dangerous to health; their laundry system was a fertile source of disease; as servants they were dishonest and as miners dangerous, because of their ignorance and cowardice. He concluded with an appeal to keep this a white man's country. The Japanese he considered upon an entirely different footing and the only objection to them was the fact of their race. There were only two ways to deal with the question. Make the head-tax so high as to exclude the Chinese altogether or let them come in quite freely as coolies. He preferred the former.

The subject was discussed in Parliament at Ottawa, on April 30th, at the instance of the Hon. E. G. Prior. Sir Wilfrid Laurier took occasion to make a very explicit statement concerning the proposal to increase the tax on Oriental immigrants. "We must insist at this moment, so that there can be no misunderstanding at a future date, on drawing a line between Chinese and Japanese and that whatever policy of restriction we may adopt against Chinamen, whether it be

right or wrong, we cannot afford, for the sake of Imperial policy, to treat the Japanese as we have been treating the Chinese." The subject was also discussed in the Senate on May 10th. The Royal Commission of Inquiry into this subject which was appointed by the Dominion Government on September 21, 1900, and was composed of Messrs. R. C. Clute, Q.C., of Toronto; Ralph Smith, M.P.P., of Nanaimo —succeeded in January, 1901, by Christopher Foley, of Rossland; Daniel J. Munn, of New Westminster; and the Secretary, T. J. Deane, of Kamloops, met a number of times during the year but did not submit their report until early in 1902.

Section XII—GOVERNMENT AND POLITICS

Administrative and Political Incidents

The ninth Parliament of the Dominion met in its first Session at Ottawa on February 6, 1901, and was opened by H.E. the Governor-General. The Hon. Lawrence Geoffrey Power was appointed Speaker of the Senate and Mr. Louis Philippe Brodeur elected Speaker of the Commons. According to the first division in the House of Commons, on April 14th, the vote stood 42 Liberals and 3 Conservatives from Quebec; 22 Liberals and 37 Conservatives from Ontario; 13 Liberals and 3 Conservatives from Nova Scotia; 7 Liberals and 2 Conservatives from New Brunswick; 2 Liberals and 2 Conservatives from Prince Edward Island; 3 Liberals and 2 Conservatives from Manitoba; 2 Liberals from the Territories, and 4 Liberals and 2 Conservatives from British Columbia—a total of 95 Liberals and 51 Conservatives. The estimate after the general elections of November 7, 1900, was 128 Liberals, 79 Conservatives and 6 Independents. Parliament was prorogued on May 23rd. The only change in the Dominion Government during the year was the retirement of Sir Louis Henry Davies from the Ministry of Marine and Fisheries, on September 24th, in order to accept a position on the Supreme Court Bench. His successor, the Hon. James Sutherland, M.P., a Minister without Portfolio, was appointed on January 15, 1902.

There were no Government changes in Ontario during 1901. The Legislature met in its ninth term and fourth Session, on February 6th, and was opened by His Honour, Sir Oliver Mowat. Prorogation took place on April 15th. The normal Liberal majority in the House was ten. A matter of constitutional import occurred toward the end of the Session, on April 9th, when the Premier introduced a Bill providing that the existing Legislature should not expire on March 29, 1902, as it would do by law, but should continue until the next Session had been completed. The object, he stated, was to enable the business of the next Session—which would commence about February 1st—to be satisfactorily terminated. Mr. J. J. Foy, K.C., at once protested that the proposal was of doubtful policy and doubtful constitutionality. If the life of a Parliament could be legally extended 20 days, it could be legally extended 20 years. If the House chose to adjourn instead of proroguing at the end of the next Session, the Government could prolong the life of the Legislature for six or nine months. Mr. Ross, in his reply, declared that the only object of the measure was to provide a reasonable time for public business. He had consulted authorities which left no doubt in his mind as to the power of the House in the matter. There was no political advantage to be gained. Mr. Whitney, and others, protested that the House could be called in January, if necessary, and that there could be no reason —unless an unfair one—for this prolongation of the term. The Bill passed by a party vote of 38 to 27, on April 12th, after a sharp

debate in which the Opposition charged the Government with passing the measure in order that they might force through a Redistribution of Seats which would be to their advantage and, in the ensuing elections, not be endangered by a compulsory shortness of the Session.

In Quebec the first Session of the new Legislature, which had been elected on December 7, 1900, met on February 14th, and was opened by Chief Justice Sir L. E. N. Casault. It was prorogued on March 28th. Mr. Henri Benjamin Rainville was chosen Speaker of the Assembly, and the Hon. Horace Archambeault, K.C., of the Legislative Council. There were 8 Conservatives in the Assembly under the leadership of the Hon. E. J. Flynn as against 21 in the preceding House. During the year Mr. G. W. Stephens resigned his place, without Portfolio, in the Ministry. There were no other changes except that in accordance with legislation which finally passed the Houses on March 25th, the designations of some of the Departments were altered, and the title of Commissioner was replaced by that of Minister, as follows:—

Premier and Minister of Lands, Mines and Fisheries	Hon. S. N. Parent.
Attorney-General	Hon. H. Archambeault.
Minister of Agriculture	Hon. F. G. M. Dechéne.
Provincial Secretary	Hon. A. Turgeon.
Provincial Treasurer	Hon. H. T. Duffy.
Minister of Colonization and Mines	Hon. Lomer Gouin.
Minister without Portfolio	Hon. J. J. Guerin.

The only change in the Nova Scotian Government was the retirement, on August 31st, of the Hon. Charles Edward Church, M.P.P., from his post of Commissioner of Works and Mines after 17 years of service. He also resigned his seat in the House, and was succeeded in the Government by Mr. Arthur Drysdale, K.C., M.P.P. The Legislature of the Province met, on February 14th, in its fourth and last Session, and was prorogued on April 4th. It was composed of 35 Liberals and 3 Conservatives. Mr. Clifford William Robinson was unanimously elected Speaker of the Assembly. The New Brunswick Government remained unaltered during the year, and the House was composed of 35 Ministerialists and Liberals as against 11 Oppositionists and Conservatives. The Legislature met, on February 28th, in its third Session, and was prorogued on April 3rd. The personal position of the Premier, the Hon. Lemuel John Tweedie, who had succeeded Mr. Emmerson, on September 1, 1900, came up for discussion in the Assembly, on February 28th, when Mr. Douglas Hazen, K.C., the Opposition Leader, remarked that "the Hon. member for Northumberland had been in the House 27 years ago, had taken a prominent and responsible part in its affairs, and it was, therefore, fitting that upon the resignation of the former Premier he should have been called upon to form a Ministry." Mr. Hazen went on to express the belief that if the Premier had not been considered a Conservative, he would have succeeded the Hon. Mr. Mitchell in 1897. "But he had profited by that lesson, and had taken the earliest

opportunity to declare that he was now a Liberal." On the following day Mr. Tweedie replied to these remarks. He had not changed his policy. He had always been opposed to the Hon. George E. Foster, in Dominion matters, and had supported the present Dominion Government because he considered their policy was helpful to the Province. "I am now simply what I always was—a Province man." He did not believe in running Provincial elections on Federal lines. On April 3rd, following, a deputation representing the Government supporters in the Legislature waited upon the Premier, at Fredericton, and presented him with a pair of carriage horses and an Address. The latter expressed hearty appreciation of the manner in which he had performed his duties as Leader of the party and Premier of the Province.

The Legislature of Prince Edward Island met in its first Session, after the elections of December 12, 1900, on March 19th, and was prorogued on May 10th. The House numbered 23 Liberals and 7 Conservatives, and the Hon. Daniel Gordon acted as Leader of the Opposition. From the date of the re-organization of the Government, on December 28, 1900, following the elections, there were no changes in membership, until a year later, when the retirement of the Premier took place. On October 29th the Hon. Mr. Farquharson had accepted the Liberal nomination for the House of Commons, in East Queen's, in succession to Sir Louis Davies.* Four days later the Charlottetown *Guardian* claimed that in doing so he had practically vacated the Premiership, and it proceeded to make suggestions regarding the position. Many, it stated, would like to see the Hon. Benjamin Rogers, Prime Minister, on account of his high character and Prohibition principles. Others, it was added, desired to see the Hon. Robert C. McLeod chosen as being a strong, energetic and economical man, with the qualities of a leader and with keen business ability. The Summerside *Journal*, though Conservative in politics, endorsed this latter suggestion, while the St. John *Globe* urged, from the neighbouring Province, that the Hon. James W. Richards was "the most independent and fearless of the public men on the Government side and a man of considerable ability." On December 27th it was announced that Mr. Arthur Peters, K.C., M.P.P., Attorney-General in the Farquharson Government, had accepted the leadership in succession to Mr. Farquharson, who had resigned. The new Government was as follows:—

Premier and Attorney-General.....	Hon. Arthur Peters.
Provincial Secretary, Treasurer and Commissioner of Agriculture.....	Hon. Benjamin Rogers.
Commissioner of Public Works.....	Hon. J. H. Cummiskey.
Member of Executive Council.....	Hon. J. W. Richards.
" " "	Hon. Peter McNutt.
" " "	Hon. George Forbes.
" " "	Hon. Malcolm McDonald.
" " "	Hon. R. C. McLeod.

* Early in 1902 Mr. Farquharson was elected over Mr. A. A. McLean, K.C., the Conservative candidate.

In Manitoba the chief political events of the year were the Railway legislation and the Prohibition decision of the Imperial Privy Council. There were no changes in the Government, and the second Session of the tenth Legislature met on February 21st, and was prorogued on March 29th. The House was composed of 25 Conservatives and 13 Liberals. On January 10th the Hon. Hugh John Macdonald, K.C., the late Conservative Premier of the Province, who had resigned to help Sir Charles Tupper and been defeated in Brandon, definitely declared his intention of remaining out of public life. On June 16th, at a banquet held in Killarney, in honour of Mr. George Lawrence, M.P.P., the Hon. Mr. Roblin stated that the establishment of an Agricultural College, the extension of the Provincial boundaries by acquisitions from the Territories, and the building of sundry branch railway lines, were planks in his general platform. On June 21st the Winnipeg Labour Party held a meeting at which it was decided to form a new organization to be called the Political Reform Union. Its suggested platform included a vigorous denunciation of party government, and of alleged political corruption; urged the abandonment of all partisan ties and independent work along the lines of education and organization; and advocated public ownership of utilities, abolition of the patronage system, the creation of a Civil Service Commission, adult suffrage, Government control of the liquor traffic, proportional representation and adoption of the Hare-Spence system of ballot. During the next few months various meetings were held, under the auspices of the Union, with ex-Mayor A. J. Andrews, of Winnipeg, as one of its chief speakers.

The Government of the North-West Territories during the year 1901 had Mr. F. W. G. Haultain, B.A., at its head as Attorney-General and Commissioner of Education. He had already presided over the various phases of the Territorial Government since the inception of its Executive Council in 1887. On March 2, 1901, Mr. James Hamilton Ross, who had been a member of the Executive Committee, or Government, since 1895, resigned to accept the Dominion post of Commissioner in the Yukon, and was succeeded by Mr. Arthur Lewis Sifton, M.A., LL.B., who was re-elected to the Assembly by acclamation. Speaking of the retirement of Mr. Ross the Alberta *Plain-Dealer* of March 8th declared that it was a most regrettable event. Mr. Ross had, with Mr. Haultain, been "the moulder of government in these Territories for many years." He was "an able man and one whose opinions on public questions were worthy of respect." On March 22nd two bye-elections took place, and the previous members, who had resigned to unsuccessfully contest seats for the Commons, were returned by large majorities. Both were Conservatives but Mr. R. B. Bennett was an opponent of the Haultain Government while Mr. R. S. Lake was a supporter. In this political connection the Assembly at the beginning of the year had 12 Conservatives, 9 Liberals and 10 who were either independent or without actual party affiliations. The Haultain Government had, however, a substantial majority, the Conservative Premier having a

large Liberal support. He was strongly opposed during the year by many Conservatives in Regina and elsewhere.

British Columbia had a somewhat perturbed political record in 1901. Railway legislation and mining development were the most important incidents of the period and politics came largely into the discussion of these and of educational questions. The Government was supposed to be a non-party one in the sense of Dominion politics, though the Premier was generally considered to be a Conservative, Messrs. Eberts and McBride were admittedly Conservatives, Mr. Prentice had not adopted a party name and Mr. Wells was a Liberal. The House was made up of 17 Conservatives, 12 Liberals, and 8 members without definitely stated politics. At times the Government majority upon important legislation promised to be large and at other times small. It was always hard to predict with any degree of accuracy. The second Session of the ninth Legislature lasted from February 21st to May 11th and was the scene of some differences between the Government and supporters such as Messrs. Helmcken, McPhillips, Hall, Hayward, Tatlow and Murphy, while upon more than one occasion Mr. Joseph Martin, the nominal Leader of the Opposition, together with Messrs. J. C. Brown, W. W. B. McInnes and one or two others of his following, supported the Government. On September 3rd the ensuing official announcements were made:—

The Hon. John Herbert Turner, M.P.P., resigns the position of Minister of Finance and Agriculture and becomes Agent-General for the Province in London.

The Hon. Richard McBride, M.P.P., Minister of Mines, resigns his position.

Mr. John Cunningham Brown, a member of the late Martin Ministry, is appointed Provincial Secretary and Minister of Education.

The Hon. James Douglas Prentice, M.P.P., is appointed Minister of Finance and Agriculture.

A political crisis and much keen controversy followed this appointment of Mr. Brown. The Dunsmuir Government had been originally formed to represent the elements elected as a protest against Mr. Martin's policy and personality and the announced appointment of a former member of that politician's short-lived Ministry, and a present supporter of his party, caused pronounced criticism throughout the Province. Mr. McBride's resignation was the first result and the second was a vigorous contest in New Westminster between Messrs. Brown and Thomas Gifford for the seat in the Legislature vacated by the former's acceptance of office. The allusions of public men to these incidents were not veiled. Mr. J. F. Garden, M.P.P, of Vancouver, a Conservative and nominal supporter of the Government, told the *Province* of September 3rd that the action of Mr. McBride in resigning was "manly and straightforward" and the policy of the Dunsmuir Cabinet in this connection disloyal to those who had hitherto stood by it. "The betrayal of the Government party by the Premier is to my mind nothing but an outrage." Mr. R. G. Tatlow, M.P.P., declared the Premier's conduct "fully justifies my action in leaving a caucus of

the Government party last April." He thought that Mr. Martin had acquired a complete ascendency over the Premier and expressed his intention of supporting Mr. McBride to the extent of his ability.

The Vancouver *News-Advertiser*, under the control of Mr. F. Carter-Cotton, a member of the late Semlin Government, also took strong ground against the apparent combination of the Government and Martin parties. Mr. Joseph Martin, in the Vancouver *World* of September 4th, declared that Messrs. Helmcken, McPhillips, Tatlow and Garden had tried to defeat the Government upon their railway policy during the past Session but that when they found that he and his followers intended to support the measure they had weakened. Mr. Dunsmuir owed them nothing and it was only natural that the vacancy should be offered to one of the Opposition members who had stood by him at a crisis. Meanwhile, in an interview at Victoria, Mr. McBride stated that he had resigned because by including a Martinite in his Government, Mr. Dunsmuir had betrayed his party. Mr. Smith Curtis, a Liberal-Labour leader, had already withdrawn his support from Mr. Martin and he now denounced Mr. Dunsmuir as having paid the price demanded for Martinite support and as having betrayed his old-time followers. The Victoria *Colonist*, the principal press supporter of the Premier, stated that all this opposition was personal and of a piece with the petty character of the politics which it declared to have long afflicted the Province. Specific acts of policy must now be the line of demarcation.

As a whole the press of the Province was hostile to the Government's action and to Mr. Brown's admission. In the campaign which followed at New Westminster, Messrs. McBride and Smith Curtis fought energetically for Mr. Gifford, and the new Minister was assisted by the Hon. W. C. Wells, a member of the Government, Mr. G. R. Maxwell, M.P., and Mr. Joseph Martin. On September 18th it was found that Mr. Brown was defeated by a majority of 52. On October 3rd he resigned his place in the Government. Of this result the Vancouver *Province* declared, on September 19th, that it endorsed Mr. McBride's action, made him the legitimate and recognized Leader of the Opposition, called for the resignation of the Government and for a Ministry led by Messrs. McBride and Smith Curtis. The Executive of the British Columbia Liberal Association met on October 4th under the chairmanship of Senator Templeman and declared that the only way of ending existing disturbances and difficulties was to frankly adopt Dominion party lines in Provincial politics. This proposal had been already favoured in various though fluctuating degrees amongst both Liberals and Conservatives for some time—chiefly as a means of escaping from a possible conflict along Labour-union and anti Labour-union lines. The retirement of the Hon. Mr. Turner from the Legislature left a vacancy in the Assembly for Victoria and this was contested in a vigorous campaign, lasting through November and December, by Messrs. E. V. Bodwell, K.C., and Lieut.-Col. the Hon. E. G. Prior, who had lately been unseated

from the House of Commons and who now ran for the Assembly as a supporter of the Provincial Government.*

Retirement of Sir Charles Tupper

On February 5th, in anticipation of the immediate opening of Parliament, some seventy Conservative Senators and members of the Commons met at Ottawa to consider a formal communication from Sir Charles Tupper, Bart, G.C.M.G., C.B., resigning the Leadership of the Party. The resignation itself had been announced shortly after the general elections of November 7, 1900, as pending, and the communication which was now read and made public was dated January 17, 1901. In it Sir Charles spoke with affection of the party with which he had been identified for forty-five years of public life; declared that its principles were now finally established in the administration of affairs, and the policy of Sir John Macdonald and his colleagues fully vindicated; referred to the creation of Confederation, the building of the Canadian Pacific Railway, the development of Protection and the maintenance of British connection as its crowning achievements; and urged the establishment of a fast Atlantic steamship line and the formation of an Imperial Preferential trade union as the present and future policy of Canadian Conservatism. He concluded in the following words: "My feeling toward the people of Canada is one of profound gratitude for the confidence reposed in my political associates and myself for so many years; and I accept with equal readiness the adverse judgment which places our party still in Opposition. It may be that I acquiesce in this judgment the more readily that it releases me personally from duties and responsibilities too onerous for my years. I can wish my successor in leadership no better fortune than that he should enjoy the same support and the same unfailing kindness that has always been extended to me."

The resignation was accepted and a communication, endorsed by the gathering and signed by Mr. W. R. Brock, M.P., as Chairman, was submitted to the late Leader in reply. In it he was thanked for the character of his farewell address; praised for the "devotion and unquestioned ability and unfaltering courage" which during the last five years had won for him the abiding gratitude of friends and the sincere admiration of opponents; and described as having, since the days before Confederation, "unsparingly given to your country the benefits of your talents, your eloquence and your energy." The event had been so long anticipated, owing to its announcement nearly two months before, that immediate comments by the press were not numerous. But there had been many references during preceding weeks to the pending event and to the memories of historical politics and popular conflicts which it evoked. Admiration for Sir Charles Tupper's unbounded strength of will and physical energy—he was born on July 2, 1821—was accorded by his friends and opponents alike and there seemed to be a general willingness to recognize him in retirement as one of the great figures of Canadian history.

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* Early in the new year Colonel Prior was elected and entered the Provincial Government.

Election of a Conservative Leader

The question of who should be Sir Charles Tupper's successor had, meanwhile, been freely discussed. Sir Hibbert Tupper, the Hon. George E. Foster, Mr. R. L. Borden, K.C., the Hon. N. Clarke Wallace, Mr. Edward F. Clarke, Mr. W. F. Maclean, Mr. F. D. Monk and the Hon. T. Chase Casgrain, all had supporters. The first named, however had no apparent desire to succeed his father, while Mr. Foster was in the position of not having a seat in Parliament. On February 6th, Mr. Robert Laird Borden, K.C., M.P., for Halifax, was unanimously elected Parliamentary Leader of the party. He was born at Grand Pré, N.S., in 1854, called to the bar in 1878, made Q.C. in 1890 and was first elected to the House of Commons in 1896. On the succeeding day Mr. Frederick DeBartzch Monk, K.C., D.C.L., was chosen Leader of the Conservatives from Quebec. He was born in Montreal in 1856, called to the bar in 1878, made a Q.C. in 1888 and first elected to the Commons in 1896. The comments of the Conservative press were upon the whole eulogistic, those of the Liberal press either colourless or kindly. The Toronto *Mail and Empire* described Mr. Borden as "an interesting personality" with high principles, uncontrolled by any interest or corporation, and with the qualities of clear and argumentative speech. "In a word he is truthful and sincere."

The Montreal *Star* spoke of him as having already displayed marked ability and as being a logical speaker. The St. Thomas *Times* referred to his leadership in the legal profession of Nova Scotia, and spoke of him as "a hard worker, an excellent speaker and of a most genial disposition." The Quebec *Chronicle* described him as commanding the respect of his opponents and as being "a man of sterling honesty, of a great fairness and of first-class ability." He was declared to be "the exponent of the new Conservatism." The Toronto *Telegram* correspondent at Ottawa referred to him as a special friend of the Tuppers and as "a fair speaker, but heavy, measured and precise" and without personal magnetism, although courteous and pleasant in general conversation. The Halifax *Herald* eulogized him as "a gentleman of the highest character and ability. His strongest political opponent will not for a moment question his integrity, sincerity or veracity." The Vancouver *News-Advertiser* spoke of his "sane and well-balanced judgment" as having early won the respect of the House of Commons. The Regina *West* described him as possessing "Parliamentary effectiveness of a high order" and as standing "clear and apart from the intrigues, cliques and ambitions" of immediately preceding years.

The Liberal papers were in some cases almost eulogistic in their comments. The Ottawa *Free Press* spoke of him as "a gentleman of polished manner and of a most pleasing address—not an orator, but a logical speaker." The Halifax *Chronicle* declared that his personal standing was of the highest, and that "he has no enemies even among his political opponents;" while the Toronto *Globe* described him as "a safe man, one who may not arouse enthusiasm by brilliance or audacity, but who, on the other hand, is not likely to commit any

such blunder as will lead to the application of the bow-string." The Vancouver *World* proclaimed him "the ablest man in the Conservative ranks," and stated him to be "a fluent and logical speaker and an able debater," and as possessing a good voice, being robust in appearance, approachable, affable and fair to his opponents. *La Presse*, of Montreal, spoke of him as a politician of large views and cognizant of Parliamentary tactics and struggles. "We have the greatest confidence in his fair spirit and in his great ability as an advocate and debater."

Mr. R. L. Borden's Political Work

The new Conservative Leader delivered a number of speeches throughout the country following upon his selection by the party. On May 1st, he was entertained at a banquet in Ottawa given by the Conservative members of the Senate and Commons. Lieut.-Col. the Hon. E. G. Prior, M.P., presided, and the speakers included the Hon. E. J. Flynn and Mr. J. P. Whitney, the Provincial Leaders in Quebec and Ontario; the Hon. George E. Foster, ex-M.P., and Sir Mackenzie Bowell; Mr. F. D. Monk and Mr. N. Clarke Wallace; Messrs. T. S. Sproule and G. W. Ganong. In his address, Mr. Borden spoke with modesty of his own inexperience and of his great pride in the record of the Conservative party. "If there is one thing to which the Conservative party has been true in the past; if there is one thing to which I hope it will be true in the future; it is the unity of the races in Canada." If it were ever proposed to adopt any policy in the party which would tend to create a cleavage in race or creed, he would hand back the trust which had been confided to him. There were important questions looming up which might compel modification in the existing party policy as, for instance, the relation of the country to great corporations and to the railways. He complimented Mr. Foster upon his services to the party and the country, and paid a high tribute to his own predecessor in the leadership.

This Dinner was taken to imply satisfaction with Mr. Borden's preliminary work, and the Montreal *Gazette* of May 25th stated that in his place in the House he had proved during the Session to be "capable, courteous and straightfoward." Three days later the new Leader made his first speech in Toronto, accompanied by Mr. F. D. Monk and Mr. Whitney. To a large audience in Massey Hall he spoke at some length upon the general work of the Session, and charged the Government with extravagance, with repudiation of principles, with sacrificing possibilities of obtaining a Preference in the British market, with injuring Canadian trade in Germany by the Preferential tariff, with maladministration of the Intercolonial, with weakness and disaffection in the Cabinet. At London, on May 31st, a political picnic was held in honour of Mr. Borden and Mr. Whitney. The Dominion Leader briefly reviewed the party policy, and criticised the Government for their extravagance. In matters of immigration they gave more attention to quantity than quality. Two days before this Mr. Borden visited St. Catharines, where he was entertained at luncheon, and in the afternoon spoke at Niagara Falls under the auspices of the local Borden Club. Of Government policy he said on

this occasion: "The Liberals promised Free Trade as it is in England and Prohibition as it is in Maine. They have given the country Free Trade as it is in Maine and Prohibition as it is in England." A banquet was held in the evening. On June 2nd Mr. Borden was in Montreal, and expressed to the *Star* great satisfaction with his brief tour of Ontario. A political picnic was held at Halifax on July 1st, and Mr. Borden was present, accompanied by Mr. Monk. He pointed out that though the latter only commanded seven votes in Parliament from Quebec, he represented 100,000 popular votes. The principal point in his speech was advocacy of the fast Atlantic service and criticism of the Government for not carrying out the Conservative policy in this respect. In September he was helping Mr. Wilcox and the Conservative Provincial party in Nova Scotia. On November 10th Mr. Borden was entertained at a banquet given in Montreal by Mr. Monk in order to place him in closer touch with the local men of the party, and two days later he addressed a meeting in Toronto.

The Canadian Municipal Convention

During the year a subject widely discussed in Canada was that of the rights and powers of Municipalities, and the various Provincial Legislatures had from time to time debates connected with some phase or other of the subject. Under date of June 24th, Mr. O. A. Howland, K.C., Mayor of Toronto, issued a circular to the Mayors of the cities and principal towns of the Dominion, suggesting a Convention for the consideration of questions of common municipal interest, and on August 16th a formal invitation was sent out for the 28th instant, with a view to arranging "a Municipal Union for common action in defence of municipal rights and the interests of citizens against the encroachments of great corporations through Parliament, the Legislatures and otherwise." On the date mentioned a large number of Delegates from Canadian cities were present, including the following Mayors: O. A. Howland, of Toronto, who occupied the chair; D. B. Wood, of Brantford; W. D. Morris, K.C., of Ottawa; G. W. Sulman, of Chatham; John Arbuthnot, of Winnipeg; James Wilson, of Goderich; J. T. Hamilton, of Halifax; John Mearns, of Woodstock, Ontario; William Still, of Orangeville; John S. Hendrie, of Hamilton; F. G. Rumball, of London; James Wilson, of Thorold; Thomas Thauburn, of Brampton; R. S. McGill, of Simcoe; Charles Kelly, of Uxbridge; R. Armstrong, of Toronto Junction; W. D. Lighthall, of Westmount, P.Q.; Thomas Vair, of Galt; P. E. Campbell, of Cornwall; James Greenwood, of Blenheim; W. B. Graham, of Ridgetown; V. A. Sinclair, of Tilsonburg; W. J. Charlton, of Weston; F. T. Daville, of Aurora; George Ingle, of Lindsay; J. B. Mitchell, of Bowmanville; Charles Collins, of Dundas; G. A. Radenhurst, of Barrie; S. Chant, of St. Thomas; J. E. Kneel, of Preston; H. White, of Port Hope; W. Clegg, of Wingham; J. Watson, of Listowel; and Aaron Read, of Owen Sound. Other Delegates present were Alderman A. W. McRae, of St. John; Councillor W. M. Knowles, of Westmount; Alderman J. W. Bowlby, K.C., of Brantford; Mr. S. F. McKinnon, of Toronto: Aldermen W. P. Hubbard, T. Urquhart, F. H. Richardson, J. J. Graham, and O. B. Shep-

pard, of Toronto; Wardens C. L. Von Gunten, of Kent, and William Rickard, of Northumberland; Mr. J. J. Kilivi, of Sault Ste. Marie, and Ald. John Walker, of Petrolea. Mayor Lighthall was elected Secretary, and an Association was formed called the Union of Canadian Municipalities. Mayor Howland, K.C., of Toronto, was elected President of the Union, and Mayor Lighthall, of Westmount, Secretary. The Vice-Presidents were Mayor Morris, K.C., of Ottawa; Mayor Read, of Owen Sound; Councillor Knowles, of Westmount; Mayor Hamilton, of Halifax; Ald. MacRae, of St. John; Mayor Arbuthnot, of Winnipeg. The following were the most important of the Resolutions passed, and they formed the basis of the policy and platform of the Union:—

1. That Municipalities should have full and exclusive control of their streets, and that no legislation should be passed infringing on such control unless the same be subject to consent of the Municipality concerned; and that the members of this Union will resolutely resist each and every invasion of these rights; and that the Executive Committee be charged with the duty of assisting to prevent such invasions of the rights of any Municipality; 2. That all legislation under which properties of certain corporations are to be assessed as scrap iron, should be decisively and distinctly repealed; 3. That the Executive Committee be instructed to consider and report upon a method of unitedly strengthening the credit of the Municipalities of the Dominion and reducing the burden of interest charge upon them; 4. That it is contrary to equity and to wise public policy and of doubtful legality, that Governments should exempt their own properties and the incomes of those in their employ from Municipal taxation; and that the Executive Committee be authorized to consider the best means of giving effect to this Resolution; 5. That whereas the Railway Committee of the Privy Council has assumed jurisdiction to order Municipalities to pay part or the whole of the cost of the protection of crossings and of bridges and subways, and whereas such claim of jurisdiction has never been affirmed by the highest Courts of Canada, or the Empire, and whereas the practice of the Railway Committee is of doubtful legality, inequitable and contrary to public justice and policy, this Union of Canadian Municipalities protests against such practice and claim of jurisdiction, and instructs the Executive to unite the Municipalities of Canada to oppose the policy and, if necessary, to obtain a legal determination upon the right; 6. That the scope of Municipal administration and legislation is so large and important that in the public interest, Municipal issues should be kept solely in view by the electorate at Municipal elections, free from other questions or associations, and the members of this Convention declare their intention of exerting their influence to this end in their several localities; 7. That we earnestly recommend to all Municipalities a careful oversight over all concessions of franchises with a view to the future extension of the principal of Municipal ownership and control of public utilities; and we particularly urge that all Municipalities retain the control of all franchises for electric railways which open up a new field for the means of local communication and transportation.

Political Appointments and Elections

On February 13th, Mr. R. L. Borden, the new Conservative Leader, appointed Mr. George Taylor as Chief Parliamentary Whip; Messrs. Corby, Ingram and Lancaster, assistants for Ontario; Messrs. Pope and Ball, for Quebec; Messrs. Ganong and Lefurgey, for the Maritime Provinces; and Dr. Roche, for Western Canada. At the same time the Liberal Whips were appointed—Mr. W. S. Calvert being the Chief. The others were Mr. T. O. Davis, for Western Canada; Lieut.-Col. A. T. Thompson, for Ontario; Mr. Lavergne, for Quebec; and Mr. Logan, for the Maritime Provinces. The following appointments, elections and changes of a political character, took place during the year in Canada:—

Jan. 2.—Mr. Robert MacKay, of Montreal, a Liberal, is called to the Senate of Canada.

Jan. 18.—The Hon. A. W. Ogilvie, Conservative, of Montreal, resigns his seat in the Senate.

Jan. 21.—The Hon. Lyman Melvin Jones, of Toronto, formerly Provincial Treasurer of Manitoba and a Liberal in politics, is called to the Senate of Canada.

Jan. 21.—Mr. Andrew Trew Wood, ex-M.P., of Hamilton, a Liberal, is called to the Senate of Canada.

Jan. 21.—Mr. George McHugh, ex-M.P., of Victoria County, Ontario, a Liberal, is called to the Senate of Canada.

Jan. 22.—The Ontario Liberal Association meets in Toronto and elects Mr. J. K. Kerr, K.C., as President; Mr. William Gibson, ex-M.P., as Chairman of Executive Committee and Messrs. Alexander Smith and James Vance, as Secretaries.

Jan. 24.—Mr. James Thomas Gordon, Conservative, is elected from South Winnipeg, to the Manitoba Legislature, by acclamation.

Jan. 24.—The Hon. Robert Rogers, Conservative, Minister of Public Works, is re-elected to the Legislature of Manitoba, by acclamation, from Manitou.

Jan. 31.—Mr. Arthur Bliss Copp, LL.B., Liberal, is elected to the New Brunswick Legislature, from Westmoreland, by acclamation.

Feb. 7.—Mr. George Winthrop Allen, M.A., Liberal, is elected to the New Brunswick Legislature, by acclamation, from the County of York.

Feb. 10.—Mr. Richard A. Poirier is elected to the New Brunswick Legislature, from Kent, by acclamation.

Feb. 11.—Mr. Peter Macdonald, M.P., for West Huron, Liberal, is appointed Deputy Speaker and Chairman of Committee in the House of Commons.

Feb. 12.—Mr. Alexander McNeill, M.P., for North Bruce, Conservative, is unseated.

Feb. 16.—Dr. George Landerkin, ex-M.P., and a Liberal, is called to the Senate of Canada.

Feb. 19.—Mr. James F. Garden, of Vancouver, B.C., is elected to the Provincial Legislature as a Government supporter by a majority of 321 over Mr. Robert Macpherson, Liberal.

Feb. 19.—Mr. Stephen Burpee Appleby, K.C., Liberal, is elected member of the New Brunswick Legislature from Carleton County by acclamation.

Mar. 13.—The Ontario Liberal Federation hold a Convention in Toronto with Mr. Charles Murphy, of Ottawa, in the Chair. The following officers are elected: Hon. Presidents—Sir Wilfrid Laurier and the Hon. G. W. Ross; President—Mr. George M. Reid, of London; Vice-Presidents—Messrs. L. V. McBrady, of Toronto, and J. T. Matthews, of Port Arthur; Hon. Secretary—Mr. W. J. Elliott, of Toronto; Treasurer—Mr. Adam Ballantyne, of Toronto.

Mar. 20.—Conservatives from all over Ontario meet in Toronto to confer upon work and prospects for the next Provincial elections. Mr. R. Shaw Wood, President of the Middlesex Conservative Association, is Chairman and the following officers are elected: Hon. Presidents—Sir Mackenzie Bowell, Mr. R. L. Borden, K.C., M.P., Mr. J. P. Whitney, K.C., M.P.P., Mr. R. Shaw Wood; President—Mr. J. J. Foy, K.C., M.P.P.; Vice-Presidents—Dr. Beattie Nesbitt, Mr. G. F. Marter, M.P.P., Mr. Richard Blain, M.P.; Secretaries—Messrs. A. W. Wright and T. W. H. Leavitt; Chairman of Executive Committee—Mr. E. B. Osler, M.P.

Mar. 20.—Mr. D. A. McKinnon, Liberal, is elected to Parliament for East Queen's, P.E.I., over Mr. Alex. Martin, Conservative, by 394 votes.

Mar. 20.—Mr. James Halliday, Conservative, is elected to Parliament for North Bruce, Ont., over Mr. J. E. Campbell, Liberal, by 11 majority.

Mar. 22.—Mr. Richard Bedford Bennett, LL.B., Conservative, is re-elected to the Legislature of the North-West Territories from Calgary West.

Mar. 22.—Mr. Richard Stuart Lake, Conservative, is re-elected to the Legislature of the North-West Territories.

Mar. 22.—Mr. George Malcolm Amable, Conservative, is re-elected to the Legislature of the North-West Territories.

April 1.—Mr. Henry Corby, M.P., Conservative, resigns his seat for West Hastings.

April 6.—Dr. Joseph Godbout, M.P. for Beauce, P.Q., Liberal, is appointed to the Senate of Canada.

May 11.—Mr. Alphonse Arthur Miville Dechenes, M.P., Liberal, is called to the Senate of Canada.

May 31.—Mr. Nemese Garneau, M.P.P., is appointed to the Quebec Legislative Council in succession to the late Hon. J. J. Ross.

July 9.—Lieut.-Col. T. B. Leys, M.P.P., Liberal, London, after resigning his seat is re-elected by a majority of 1,659.

July 20.—Mr. R. L. Richardson, M.P., for Lisgar, Man., Liberal, is unseated.

Sept. 18.—Mr. Thomas Gifford is elected member of the British Columbia Legislature from New Westminster over the Hon. J. C. Brown, Provincial Secretary, by a majority of 52.

Oct. 31.—Mr. Joseph Lafferty, Liberal, is elected to the Quebec Legislature from Drummond, in succession to Mr. W. J. Watts, K.C., appointed Registrar for Montreal East.

Oct. 31.—Dr. Pilon, Liberal, is elected to the Quebec Legislature from Vaudreuil, in succession to Mr. Emery Lalonde, appointed Registrar for Montreal West.

Oct. 31.—Mr. Cyrille F. Delage, Liberal, is elected to the Legislature from Quebec County, in succession to Mr. Nemese Garneau.

Nov. 14.—Mr. John Lee, Liberal, is elected to the Ontario Legislature in East Kent, by acclamation, upon the death of the sitting member.

Dec. 2.—Lieut.-Col. the Hon. E. G. Prior, M.P., Conservative for Victoria, is unseated.

Dec. 3.—The Hon. James T. Garrow, K.C., Liberal, is elected to the Ontario Legislature from West Huron, by 290 majority over Mr. Beck, Conservative.

Dec. 30.—Mr. Alexander Gibson, Jr., Liberal, is elected to the House of Commons for York, N.B., by a majority of 811 over the Rev. Dr. McLeod, Conservative.

Public Men and Imperial Relations

The utterances of Sir Wilfrid Laurier upon Canadian relations to the Empire during the year were of considerable importance. They included his eloquent speeches in the House of Commons upon the death of the Queen, the Accession Oath and upon the Bourassa anti-War Resolution.* His address at the banquet of the Osgoode Legal and Literary Society in Toronto, on January 9th, was a distinct contribution to the current discussion of Imperial questions. After pointing to the revolution which had occured in the relations between Motherland and Colonies during the past century, to the leadership which Canada had assumed in the Empire of to-day, and to the hopes of closer union which were prevalent, the Premier continued: "But it does not follow that we have come to the end of our relations with Great Britain. No one supposes the present relations are to last. What they are going to be is a problem which engrosses the minds of the ardent youth of this country and even of the thinkers of the country. We have seen on more than one occasion scholars, philosophers, politicians and statesmen assembled together

* See Pages 217, 225 and 305 respectively.

to find, if possible, some practical issue for these fine aspirations in the hearts of the Colonists at the present time. All these attempts we know have been fruitless. Why? The answer is clear and simple. The present relations are satisfactory for the present time. The time will come in the more or less distant future, when, from the effect of our aggrandizement, the present relations will not continue to be satisfactory. Then the problem will present itself for practical solution. I have no doubt it will be found and will give full satisfaction to those aspirations of which I have spoken." The London papers commented at length upon these views—notably the *Times*, the *Chronicle* and the *Globe*. The Premier followed up this utterance, on June 25th, with another speech addressed to the St. Jean Baptiste Society of Montreal. Canada, he declared, was "no longer a Colony, but a nation." It was a country of concord, harmony and peace, where two races were living side by side in the unique condition of having "fraternity without absorption, union without fusion." French and English valour in battle and ability in statecraft had been equally shown in its history. He concluded as follows:—

> I love my country because it resembles no other. I love my country because even in the difficulties which arise it calls forth the noblest resolutions, the strongest, the most generous qualities of man. I love my country above all because it is unique in the world, because it is founded on respect for rights, on pride of origin, on harmony and concord between the races who inhabit it. Our pride refuses to follow longer the beaten paths. Henceforth we must march along other roads and towards other horizons. Let us have in view only the development, the prosperity, the grandeur of our country. Let us keep in our heart this thought: "Canada first, Canada for ever, nothing but Canada."

During the year a large number of addresses were delivered throughout Canada dealing with Imperial topics.* Some of the principal speeches, not elsewhere referred to and treating of various phases of the subject, were those of Lieut.-Col. George T. Denison at Ottawa on February 13th, in Toronto on February 28th, in St. John on November 27th, and in Montreal on December 1st; of Dr. G. R. Parkin, C.M.G., at Orillia on February 22nd; of Mr. C. H. Lugrin at Victoria, on April 19th; of Principal Grant, of Kingston, at Toronto on May 14th; of Mr. R. E. Gosnell at Victoria in May—published in the *Colonist* of May 26th; of the Hon. James Young at Galt, on June 11th; of the Hon. David Mills at Highgate on August 29th (with articles in the August and September numbers of the *Empire Review*); of Mr. Rodolphe Lemieux, M.P., at Montreal on October 17th; of the Hon. George E. Foster at Toronto on October 25th; of Professor Shortt, of Kingston, at Toronto on November 29th; of Rabbi De Sola at Montreal, on December 8th.

Mr. Henri Bourassa, M.P., visited England in June, and the *Daily News* of June 13th contained a long summary of his anti-war speeches in the Canadian Parliament. On July 1st, the same paper published an interview with him, dealing with the subject of Imperialism, and to this the London *Chronicle* replied by quoting the Motion of

* Many of these will be found quoted from in connection with Preferential Trade and similar subjects.

March 12th, at Ottawa, for which the visitor could only obtain two votes besides his own. The Dublin *Nation* contained an interview with Mr. Bourassa, on August 2nd, in which he charged Mr. Chamberlain, Lord Minto and General Hutton—to quote that paper—with a nefarious scheme to force the Dominion into a war with which its people had no sympathy. On October 20th, Mr. Bourassa addressed an audience at Montreal, and denounced Mr. Chamberlain and Cecil Rhodes; expressed himself in favour of existing relations, and declared that independence would lead to annexation to the United States, but that the latter future was better than closer Imperial relations. In *Le Pionnier* of December 15th, he protested against the sending of a third Contingent.

The Hon. G. W. Ross and Empire Problems

One of the most frequent speakers in the Empire upon questions relating to its unity and progress during the year was the Hon. George W. Ross, Premier of Ontario and one of the Liberal leaders in Canada. Toward the end of 1900—on December 27th—he delivered an eloquent tribute to the greatness of England and the loyalty of Canada at the Toronto banquet to Colonel W. D. Otter. "I said she has not fought much for conquest. She has fought much for liberty. Every land on which she has planted her standard has been a freer land from that moment onward. Every sea on which her ships have travelled has been freer to other nations of the world because a British keel has ploughed its way. Every nation over whom she has thrown a protectorate has grown in wealth, has grown in power and has grown in liberty. The touch of her hand is as the magic touch of some wizard power that quickens and re-animates and stimulates and incarnates; and in the march comes liberty, independence, human rights and the gospel of a common Christianity." At the annual meeting of the British Empire League in Ottawa, on February 13, 1901, the Chairman read a letter from Mr. Ross in which he stated that "the largest question which is likely to be very soon within the arena of Imperial politics is Preferential trade within the Empire." *

On May 14th Mr. Ross addressed a meeting of the Toronto Branch of the League at considerable length. The speaker commenced by expressing the belief that a political federation of the Empire would involve a curtailment of the full measure of sovereignty now possessed by the countries of the Empire and this would not be acceptable to the people. "In a federated Parliament of the British Empire, Canada would be subject to the judgment of representatives from all parts of the Empire—that is from men who have no knowledge of our social conditions, of our national aspirations, or of the elements to be harmonized in the interests of the good government of the country." He then defined the Imperialism which the League sought to develop. It had nothing of historic autocracy or militarism about it. "What we advocate is rather a change of attitude and sentiment than a change in the political

* See also page 140.

conditions of the Empire or in the power and influence of the Crown." The rights of the Empire in a military sense must be maintained and agression repelled. "A military spirit for defensive purposes is absolutely necessary under any form of government, and the protection of the people's liberties and commerce must always be provided. To promote the unity of the Empire and to oppose its disintegration in even the slightest degree or respect is the policy of the League and the fundamental principle of Imperial citizenship." He believed that in promoting Imperial unity they were also helping the expansion of popular government and the true principles of liberty. "If the right to enjoy as full a measure of liberty under the Southern Cross as under the shadow of Windsor Castle is once conceded then all reason for withdrawing allegiance from the Empire is removed. Geographical separation should be no barrier to national unity." Closer union with Great Britain would, he thought, widen the statesmanship of the Empire and all its countries. It would broaden the sympathies, enlarge the point of view and improve the judicial characteristics of Colonial statesmen. For nations to succeed, large conceptions and a buoyant belief in themselves were essential. "True statesmanship and mediocrity are incompatible."

In commercial matters, while not desiring to interfere with the right of buying in the cheapest market, it was proposed to project into the business relations of the various parts of the Empire the influence of sentiment. The investment of British capital in British countries, the emigration of British subjects to countries flying their own flag, the improvement of transportation between the countries concerned, were factors in this connection. "What the British Empire League desires is that the whole Empire should feel itself bound to consolidate its strength and to develop its resources by the mutual assistance of all its parts, the Imperial Government preferring trade with the Colonies, where available, to trade with alien nations; the Colonies preferring trade with the Empire, or each other, wherever such trade can be rendered profitable." Mr. Ross then proceeded to urge that the national spirit which had won an Empire and secured the supremacy of the sea should "organize on a large scale the transfer to Canada, or to other Colonies, of the greater portion of that large emigration which finds it way to the United States and South America." The duty of Imperialism was to make it clear to Great Britain that "the prosperity of the Colonies is her prosperity."

The problem of Preferential trade was then dealt with. Free trade for the Colonies was out of the question. It would crush their industries at once. Any change in Great Britain towards a Preferential duty for the Colonies must be very slow and its proposal would greatly disturb the working classes. But he was hopeful in the premises. "I am strongly of the opinion, even though we may have to wait some time before this change comes, that it will come sooner or later and that the necessities of the British revenue will require the British Government to act on the advice of Sir William Harcourt, and 'broaden the base of taxation.'" The value of a

Preferential tariff of this character to the Empire as distinct from individual Colonies—about which there was no question—would, he believed, be very great. It would stimulate trade and benefit British shipping interests. It would greatly strengthen the security of the food supply for Great Britain in time of war. It would strengthen the ties of Colonial relationship. It would stimulate the industries of the Colonies and trade would find it way to the market in which it was preferred. "It would satisfy the Empire."

During the succeeding summer Mr. Ross visited England and delivered three important addresses upon Empire topics. At a luncheon given on July 15th, in honour of the Delegates at the Imperial Court of Appeal Conference, with Lord Avebury in the chair, the Premier of Ontario proposed the toast of the British Empire League. He declared his disbelief in the phrase "splendid isolation." The greatness of the Empire consisted rather in union and combination. He did not want representation in the Imperial Parliament, nor any change in the Judicial Committee of the Privy Council. The first business of the League was to develop a bond of loyal patriotism throughout the Empire. At a meeting of the Council of the League, on July 25th, Mr. Ross went elaborately into a discussion of the various problems facing that organization. Dealing with the question of political federation, he would not say that it was impracticable, but the time had certainly not come for Canada to press for a realization of the idea. "It may come about in the process of time, but one cannot anticipate the evolution of great political questions." In any event he feared that it would involve the sacrifice of some of the elements or principles of Colonial self-government, and this could only be possible for the larger and more comprehensive interests of the Empire. But the subject was not a definite one at present. "We are satisfied in Canada with the Government of the Empire from Westminster; we are satisfied with the representatives of the Crown who have occupied a Vice-regal position in Canada since Confederation; and for the surrender of some of the privileges of self-government we are at a loss to see what great advantages would be gained." Even the establishment of a permanent Colonial Council in London was surrounded with difficulties. Upon the whole he thought the best policy was the present one of calling occasional Conferences of Colonial Delegates, when the ablest men of the Empire could meet and discuss questions upon which they had the opinion of their respective countries to some extent with them and known to them.

There were practical steps which should be taken. A uniform currency for the Empire would be a great convenience, as was the now existing uniformity in postal laws, and as a uniform insolvency system would also prove. Intercolonial Cable Communication with lower rates; reciprocity in the practice of the professions in their different countries; the direction of British emigration to the Colonies instead of to foreign lands; the fostering of Empire trade was desirable—as in pulp, which Great Britain should get from Canada instead

of Norway, Russia or the United States, and copper, which could be obtained from the Dominion in unlimited quantities. Upon the subject of a tariff Preference, Mr. Ross spoke briefly. He quoted the scheme urged by Colonel Denison, and previously advocated by Mr. J. H. Hoffmyer, of Cape Colony, involving a duty imposed by the Empire of 5 per cent. over and above existing tariffs, and applied only to foreign countries; this duty to be utilized as a contribution to Imperial defence; as being "the most practical solution of the problem of Preferential trade" which he had yet heard of. At the annual meeting of the League, in Manchester, on July 31st, with Earl Egerton of Tatton, in the chair, the Premier of Ontario again spoke at some length. Amongst the first points which he made was the expression of a belief that the time had come when the great men who ruled Britain should see if some means could not be devised whereby a Federation might be formed, "consecrated by the loyalty and devotion of His Majesty's subjects all the world over." "May we not hope," continued Mr. Ross, "that some time or other, under the shadow of Westminster, there shall be an Assembly from the remotest corners of the Empire—Colonists with devoted hearts and loyal purpose—who will assist in binding together more closely the various parts of the Empire than they are now bound, and uniting by fact, as well as sentiment, all the Colonies."

Upon his return home, the Ontario Premier was received at Niagara by a large gathering of his supporters and friends from Toronto and other parts of the Province. Mr. H. M. Mowat, K.C., President of the Toronto Reform Association, presented an eulogistic Address. Mr. Ross replied in a review of his experiences in England and of the opinions which he had formed from his environment there. He believed that British opinion of the Colonies had greatly changed; he had found Sir Wilfrid Laurier's name and personality highly prized; he thought the Preferential tariff of Canada had won much appreciation and directed much favourable attention in a commercial and financial way to the Dominion. The personal influence of Lord Strathcona and the sentimental effect of Canada's attitude in the War had also done much good. He was deeply impressed by the huge responsibilities and engrossing duties of British statesmen; of Great Britain watching over and guarding the interests of her vast and complex Empire. As to the possibility of a mutual Preferential tariff he was not hopeless. He advocated once more the scheme of a 5 per cent. Defence Fund for the Empire and repeated his views regarding the effect of increased emigration upon Imperial commerce and defence. "Imperialism means that the British Empire is one and that her interests are one, and that what makes the British Empire great makes Canada great; that if Britain falls Canada falls; that if Canada is hurt the Empire is hurt; that if you strike a blow at the Empire you strike Canada." The final Imperial incident of the year, so far as Mr. Ross was concerned, was his speech in Toronto at a formal welcome given by the British Empire League on October 25th to Sir Frederick Young, K.C.M.G., the veteran English champion of the

cause. Lieut.-Col. Denison occupied the chair and after the address by the guest of the evening the Premier spoke briefly. He was in favour of a federation, only, in which Canada would retain just as much of the liberty which she now enjoyed as Great Britain should retain. He was opposed to any permanent Consultative Council which was not responsible to the people of Canada. At present the best course was to continue the occasional Conferences in London. An active propaganda was necessary in England ; a clear presentation of the advantages to be gained by closer relations and especially by better trade relations.

Mr. J. P. Whitney and Empire Policy

The Leader of the Conservative Opposition in the Ontario Legislature made comparatively few references to Imperial matters in his political speeches during the year. At Caledon, on September 19th, however, he dealt at some length with the Provincial Premier's recent speeches in England, and elsewhere, and took occasion to put his own opinions on record. He accused Mr. Ross of inconsistency and quoted from his speech at Glencoe on September 29, 1900, in which he had stated that a Preferential duty of 5 per cent. imposed by Great Britain in favour of the Colonies would involve a tax of $45,000,000 on the $900,000,000 worth of food supplies which the Mother Country annually required from abroad. Mr. Whitney went on to point out that such a 5 per cent. duty on the total British imports of 2,000 million dollars would be $100,000,000 while the same tax upon Colonial imports would net only $7,000,000. He did not apparently favour this policy and declared that " we Canadians require no bribe to induce us to take up willingly our share of the burdens of the Empire ; nor will we haggle about terms." The spirit of Naomi in the Bible story represented, he thought, the spirit of the Canadian people toward the Mother Country and this was the sentiment always fostered by the late Sir John A. Macdonald who had hoped and worked for the time when Canada should take its place as an outlying and auxiliary Kingdom—a buttress and bulwork of the British Empire. " The people of Canada to-day are imbued with the same hope and aspiration." Great changes come quickly in these days and the practical accomplishment of Sir John's ambitions left nothing to do but " to watch the development of the Imperial spirit as it goes on from day to day to a practical solution of the question and the crystallization of sentiment into permanent legislation by the Imperial and Colonial Parliaments."

Mr. Monk and Mr. Bergeron on Imperialism

These two leaders of French-Canadian Conservatism gave expression during the month of November to some important opinions regarding the relations of the Dominion and the Empire. On November 18th, a banquet was given at Montreal to Mr. F. D. Monk, K.C., M.P., the leader of the French Conservatives in the House of Commons. Amongst those present were prominent party men—Dominion and Provincial—such as the Hon. Alphonse Desjardins, Senator Landry, Mr. R. H. Pope, M.P., Hon. G. A. Nantel, Hon. P. E. Lebanc, Hon. L.

O. Taillon, K.C., Hon. T. Chase Casgrain, K.C., M.P., and J. G. H. Bergeron, ex-M.P. During his speech Mr. Monk endeavoured to analyze the present position of the question embodied in the words Imperialism, or Imperial Federation. No one seemed able, in his opinion, to define these phrases. It was true that Sir Wilfrid Laurier and Mr. Tarte had expressed themselves as favourable to Canadian representation in the Imperial Parliament despite the fact that the existing system of complete self-government had given ample satisfaction during the past forty years. "Those who desire an innovation in this state of things, who wish to have representatives of the Colonies in the Imperial Parliament, who wish to have a Supreme Council for the Empire where all portions would have envoys, who wish to establish a supreme tribunal for the arbitration of questions of general interest, will render to the Empire a very problematical service and their efforts, in my view, will only tend to weaken that rich heritage of autonomy which our predecessors accumulated in such a generous measure and which they have transmitted to us." The basis of this erroneous scheme, he considered to be centralization and this was the capital vice of the Napoleonic plan of government and contrary to the basic principles of the British constitution. "Never," he declared, "will the Conservative party, I feel sure, tend toward a system which is contrary to all its traditions. Instead of progressing it would be retrograding and not one iota of our acquired rights should be relinguished. What we have we'll hold." As the matter of military defence of the Empire Mr. Monk thought French-Canadians had always been willing to do their share. But there must be nothing of a compulsory character. "The Parliament of the country could determine when and in what measure the Dominion should assume a share of Imperial defence." In connection with trade and commerce he deprecated the granting of the British Preferential tariff without securing a return and advocated a mutual trade and tariff policy between the different parts of the Empire.

On November 29th, the Toronto *Globe* quoted at length from an interview recently given to *Le Pionnier* by Mr. J. G. H. Bergeron, a Conservative leader in the last Parliament and one of those French-Canadians who were supposed to approve the sending of troops to South Africa. According to this translation he considered the present situation a beneficent re-action from "the exaggerated jingoism of the first few days of the Transvaal War." At that time the French Canadian members were in face of a sudden infatuation of the English Provinces for participation in the struggle. "We bowed for a moment to the storm, so as to avoid a certain conflict and probable rupture between the Provinces which would, in the circumstances, have been disastrous." He and others were also inclined to accept the situation because indiscreet promises and engagements had been made by the Government affecting the honour of the country. Another consideration was that the *prestige* if not the integrity of the Mother Country seemed to be seriously threatened and this would

have deeply affected Canadian interests. The result might be regarded as "a case of legitimate and obligatory defence." Mr. Bergeron went on to say that he thought when the present crisis had passed away their English fellow-citizens would decide that it was not advantageous for Canada to engage definitely to participate in all the military adventures of the Empire. Such is a summary of two speeches which created considerable interest at the time.

The Proposed Union of Canada and Newfoundland

This question assumed a position of considerable importance in 1901. Since the negotiations of 1895 between the Government of Sir Mackenzie Bowell and that of Sir W. V. Whiteway, little had been heard of the matter; but the evident joint interests of the two countries in respect to trade and investment, and the equally marked but divergent policy of the Bond Government in regard to tariffs, now revived the discussion. The Premier of Newfoundland, Mr. (afterwards Sir) Robert Bond, was in Montreal early in the year, and his remarks upon the subject to the *Gazette*, of January 31st, were not very encouraging. "Confederation, as an issue, is dead with us now. I am afraid that Canada lost a fine opportunity (in 1895) of securing another Province, but I cannot help thinking that had Sir John Macdonald, or Sir John Thompson, been Premier of Canada at the time of our negotiations, they would have been successful." To the London *Sketch*, of March 13th, Mr. Bond made the following statement:—

> There has been little talk about federating with Canada since 1895. In that year there was a Conference at Ottawa between representatives of Newfoundland and Canada, and the whole question was at that time gone into fully. I was Chairman of the Newfoundland Delegation. The rock on which the bark of union split was in itself comparatively a small one—it was the assumption by Canada of a railway liability of five million dollars (£1,000,000), a liability which the Colony had assumed for building a line, then just begun, from Exploits to Port-au-Bosque. Well, Canada declined to take up the liability, and the negotiations came to an end; and nothing has been attempted since. The interests of the Dominion and of Newfoundland are not identical.

Speaking to the Montreal *Gazette*, on April 18th, the Hon. E. P. Morris, K.C., a member of the Newfoundland Government, expressed similar views. "I believe the question of Confederation is further away to-day than ever." On May 21st the subject was discussed in the Canadian House of Commons in connection with an inquiry by the Hon. Mr. Haggart as to the rumours about a revival of the Bond-Blaine Treaty. The Premier, in his reply, hinted at a possible reconsideration of existing relations with Newfoundland, and Mr. Clarke Wallace followed with a general discussion of the question of bringing the Island into Confederation. The late Government of Sir James Winter was, he declared, in favour of union. The new Bond Administration was not favourable to Canada and was, he thought, desirous of carrying out the old Fishery and Reciprocity policy of Mr. Bond in connection with the United States. The failure of the High Commission would therefore involve Canada in further trouble with Newfoundland unless we were willing to split the commercial

system of the Empire with a wedge of discrimination. "The remedy for that is for the Government to open negotiations for the admission of Newfoundland into the Confederation. There are many other reasons for that; but this appears to be the strong immediate inducement. The Fisheries are along the Atlantic coast, the coasts of Newfoundland and the Gulf of St. Lawrence being the joint possession of the two countries and, if Newfoundland were added to the Confederation, Canada would have the undisputed right of dealing with these Fishery questions with the United States, or with any other foreign Power."

But he feared that the Government would not move on account of the French Shore question. Union, however, would hasten the settlement of that difficulty by putting the Dominion behind the Island. The Government had stated no definite policy in regard to bringing Newfoundland in, and they should do so. Sir L. H. Davies agreed with Mr. Haggart as to the importance of the matter, but pointed out that an opportunity had been lost by the last Government mainly upon a financial question. "That failure was due to a picayune policy of pounds, shillings and pence." The present Government had laid down a policy two years ago, and had declared in the House their desire to bring Newfoundland into the Dominion upon any reasonable terms. Any direct attempt to carry out this wish would, however, have been a dismal failure. The French Shore question was not now a material factor; it was purely a sentimental one. The matter would be settled in due time. Meanwhile, any Canadian effort to influence opinion in the Island was impossible of success, and they could only await its future voluntary action. At this point, and in reply to a personal inquiry, the Premier stated that, so far as he was informed, "even if Newfoundland intends to negotiate with the United States, they have no intention of discriminating against Canada."

During the following months, a number of the Island papers expressed opinions somewhat favourable to Confederation. In one of its August issues, the St. John's *Herald* stated that "our contemporaries seem to have made up their minds that union with Canada is a settled thing, and that it will be consummated in the near future." It suggested that the beginning of the century might see its accomplishment, and if so, the Duke of Cornwall and York should complete his Empire tour by putting the finishing touches upon the work. About the same time several other papers commented upon the subject. The *Western Star* favoured union, and another journal stated that at least three of Mr. Bond's Ministers were supporters of the scheme. The St. John's *Telegram* declared that in the western part of the Island the feeling was strongly unionist, though in the northern districts that opinion was not very prevalent. "It is nevertheless true that where a few years ago it would be highly dangerous for an outspoken Confederate to exhibit himself too freely the subject is at present an ordinary subject of conversation. . . . It cannot be denied that such a change has actually taken place, and

its suggestiveness is too important to be entirely ignored." The feeling of the merchants of St. John's was also said to be tending in the direction of Confederation. "The unionist leaven is slowly and surely permeating the whole commercial lump and preparing the way for that inevitable change in our political system which, judging from the signs of the times, will not be delayed much longer." The Harbour Grace *Standard* went further than this, and declared that "the acceptance of Confederation is merely the question of a few years," and added that the quicker it came the better if suitable terms could be secured.

During September, Mr. P. T. McGrath, Editor of the St. John's *Herald*, visited Canada, and, in Toronto, was interviewed by the *Globe*, of September 26th. He expressed himself as being strongly in favour of Confederation. "While the question is not a live one at present (in Newfoundland), the sentiment in favour of union is steadily growing. The old-time, unreasoning animosity to it has vanished, and it is now being discussed on practical lines." The advantages to Canada were obvious. The improvement of the St. Lawrence route by means of better lighting arrangements and fog alarm stations off the coast of the Island was the first consideration—the minimizing of the evil which had caused a loss of $2,000,000 through wreckage upon the Canadian route during the past year. The great trade possibilities of the Island were also worthy of regard in this connection. Half a million tons of iron had this year been shipped to Nova Scotia; there was a large lumbering interest developing; the pulp industry was a certainty of the future and the Fisheries were akin to those of the Maritime Provinces in character and mutual interest. Following this expression of opinion the *Globe* interviewed a number of prominent citizens of Toronto on the subject. Mr. C. B. Watts, of the Dominion Millers' Association, foresaw a greatly-increased market for flour and farm products in Newfoundland, if Confederation were accepted. "Confederation, too, would be of the greatest assistance to our Government in handling the Fisheries question, as then the interests of Newfoundland and the Maritime Provinces would be identical."

Mr. Andrew Darling thought that union would help in bringing about the fast Atlantic Line through the adoption of increased safeguards on the Canadian route. Mr. W. R. Brock, M.P., favoured the policy but did not want too much added to the debt of Canada, nor did he like the French Shore question. Mr. Gerhardt Heintzman expressed the belief that it would largely increase trade and drive American competition out of the Island. Messrs. S. Nordheimer and R. Gourlay would like to see the French Shore question settled first. A few days later the Hon. J. R. Stratton, M.P.P., of Peterborough, in a lengthy address expressed himself strongly in favour of union. Imperial unity should be preceded by the consolidation of the Empire units. Newfoundland had to buy much of what Canada sold—flour and grain and dairy products. At present this trade was decreasing; under union it would instantly develop. The Island had coal, iron and copper mines of almost fabulous wealth. He was not alarmed by

the French difficulty. "If the French Shore question is to be settled, it can be settled with greater ease by Canada than by England." The French population of the Dominion would help rather than hinder this end. On October 5th, Mr. N. W. Rowell expressed the view that union would help in obtaining a general reciprocity with the United States by giving Canada full control of the Atlantic fishing ground. Messrs. Walter S. Lee, E. F. Clarke, M.P., J. Herbert Mason, Lieut.-Col. H. M. Pellatt and Lieut.-Col. James Mason all favoured Confederation.

On October 26th, Dr. G. R. Parkin, C.M.G., told the *Globe* that the union of the two countries was inevitable. He thought that an active policy of union would hasten the settlement of the French Shore question. Even if France refused to settle it the terms of union should still be consummated. "In my opinion Canada is pledged to the British Empire through thick and thin." We should all stand together and compel the settlement of that problem. Sir Wilfrid Laurier was the one man in Canada who could, he thought, play the part of a statesman and leader in this matter. Lieut.-Col. George T. Denison expressed himself in favour of union. "Newfoundland would be an important addition to the Dominion and would round off the country very well." The Hon. Mr. Dryden, Ontario Minister of Agriculture, took the same view. "The state of development of agriculture on the Island, I think, would afford an opening for our own products, and also, in so far as future development is concerned, give us an opportunity to sell thorough-bred stock profitably." Mr. R. S. Williams, Jr., thought union would benefit the musical and other manufacturers of Ontario. The opinion of business men was, he believed, generally favourable. "I have not the slightest hesitation in saying that we could compete with European manufacturers were Newfoundland a part of the Confederation. Canada can well afford to be generous in the matter of concessions to the Island. The French Shore question should, it is unnecessary to say, be settled before the final step is taken."

The press of Canada seemed to be largely favourable to the policy of union. The St. John *Sun* of July 30th foresaw trouble in a revival of the Bond-Blaine Treaty negotiations with the United States and thought that Canada and the Empire should be willing "to make up to Newfoundland whatever she stands to lose by substituting union with Canada for an advantageous entanglement with the United States." It would be beneficial all round. "It would perhaps open up to Newfoundland the possibility of a fast Atlantic steamship route, with connections and an eastern terminus in that Province. Union with Canada may also offer the first and most simple solution of the French Shore question." The Quebec *Chronicle* of August 13th thought Newfoundland and Greenland the eastern keys of the Dominion, which should both be in its possession. "In such a movement, Canada as the larger and richer country should be willing always to make the advances and to be the most generous." The Halifax *Chronicle* about the same time pointed to the early objections of Nova Scotia to union with Canada and

declared that there was now only a fast-dwindling remnant who were not as loyal to the Dominion as to their own Province. "Canada for all of us has become a great, a living entity." It would soon be the same to Newfoundland. The Manitoba *Free Press* of August 24th declared union "a consummation greatly to be desired," but it did not like the French Shore question and hoped for its preliminary settlement. The Toronto *Globe* of September 27th was explicit regarding the matter. "It would seem natural and convenient that the Island should be a part of Canada and one has to look not so much for reasons in favour of the union as for reasons which have hitherto prevailed against it." There were many favourable reasons and only one objection—the French Shore question. That should, if possible, be disposed of first. The Hamilton *Spectator* of October 9th referred to this point and declared that until it was settled there would be "the strongest possible objection to the admission of the Island." The Toronto *Mail and Empire* of October 21st stated that "in this country there is not a doubt that the desire to make Newfoundland, on fair terms, a Province of the Dominion, is general." If the settlement of the French difficulty could be hastened by union it was believed that the people of Canada would be "ready to make some sacrifice in order to gain the desired end." The Montreal *Herald* thought that Sir Wilfrid Laurier was the one man who could vitally contribute to such a settlement. *La Patrie* of Montreal, however, opposed union on the ground of debt and the fisheries question, and was supported in this view in a speech by Mr. F. X. Lemieux, M.P.

Mr. G. W. Ross and the Liberal Party in Ontario

The Liberal Premier of Ontario spoke at Lyn, in the Riding of Brockville, on June 13th, and proclaimed the policy of his party for the next Provincial elections. Mr. J. A. Mackenzie, President of the Reform Association, occupied the chair, and after a speech by Mr. Andrew Pattullo, M.P.P., the Premier commenced his Address. He stated that in November, 1899, he had made certain promises. Nearly everyone of them had been "fulfilled in letter and in spirit." The first was to punish persons reported by the Judges for corrupt practices. In Halton there had been 9 convictions, and $2,600 in fines; in South Ontario, 19 convictions, and penalties of $4,600; in South Perth, 2 convictions, and fines of $300—as a result of his efforts. "In some cases prosecutions were impossible, because the persons reported had left the country; in other cases the offences committed, gross though they were, were not within the Election Act." In this connection he referred to the "gross irregularities" in West Elgin, and expressed the belief that he had done all that was possible. The penalties for offences against the election laws had been greatly increased and the difficulties of evasion made more pronounced. He had also promised a commission of Judges to investigate the West Elgin irregularities. This had been done and, after examining under oath the Liberal officials in that riding, the Commissioners had reported that "we cannot trace to these persons, or to any of them, any knowledge of,

or participation in, fraudulent and illegal practices." The promise of a Commission to report upon the Financial condition of the Province had also been carried out.

More important still was the pledge to attempt a vigorous development of Ontario's resources. To aid in opening up 117,000,000 acres of undeveloped soil in New Ontario, he had promised subsidies for the construction of railways. This had been done in the Algoma Central Railway, running from Sault Ste. Marie northward, a distance of 140 miles, with a land grant of 7,400 acres per mile. Of that road 50 miles had already been built without the expenditure of a dollar of public money. The promoters were bound to place 10,000 settlers in the region within ten years, and to make the development of that country their first duty. Then the Manitoulin Railway, 330 miles in length, had been provided for during the previous Session, and under similar conditions. Another promise had been the exploration of the northern parts of the Province. This investigation had been duly performed, and it was stated that, from the Quebec boundary to the Lake of the Woods, there were at least 16,000,000 acres of good agricultural land; 3,000 million feet of pine timber which, under ordinary conditions, should yield a revenue of $9,000,000; and 288 million cords of pulpwood which should yield the Treasury a sum of $115,000,000. Cold storage stations were promised, and legislation was accordingly carried, giving every possible aid to the building and equipment of proper facilities. A measure had been proposed to encourage the dressed meat trade with Great Britain, but statements made to them had induced the Government to withhold it for the present. Regulations had been made to keep the wood-pulp for Ontario industries and the nickel matte for Ontario manufacture. The promise to help the pulpwood industry had been kept in the arrangements on the Spanish River, the Lake of the Woods, and elsewhere. Technical education and the University of Toronto had been aided. Mr. Ross concluded his speech with the following summary of Liberal policy in the Province of Ontario:—

1. The early settlement of the unoccupied lands of the Province by colonization and by projection of railways into New Ontario.

2. The manufacture within the Province, and so far as practicable by Canadian labour, of the products of our forests, such as pine and spruce, into lumber and pulp, and the smelting and refining of our mineral products, such as iron, nickel and copper ore, for the markets of the world.

3. The increase of our agricultural wealth by improved methods of husbandry, fruit-growing, dairying, cold storage and the production of beet-root sugar, and by reclaiming the undrained lands of the Province.

4. The extension of our trade with Great Britain in all natural products, but especially in cattle, horses and dressed meats.

5. The disposal of our forest wealth, with a view to its perpetuation by reforestry, timber reserves and parks.

6. The improvement of transportation by the better construction of highways and the removal of tolls.

7. The regulation of rates for passengers and freight on all railways subsidized by the Province, and the ultimate control of such railways, at the option of the Legislature.

8. The application of public revenues for the development of the Province and the relief of the taxpayers.

9. The revision from time to time, as the public interests may require, of the laws governing the municipal and political institutions of the Province, and the improvement and enforcement of all laws affecting public morality.

10. The maintenance of the independence of the Legislative Assembly as the guardian of the constitutional rights of the Province.

11. The application of sound principles of education to the courses of instruction in all our schools and colleges, including technical schools for those concerned in industrial pursuits, agricultural schools for those concerned in husbandry, and schools of mining and engineering where a wider range of scientific knowledge is required.

Speaking at Underwood a few days later, on June 18th, Mr. Ross reviewed the general policy or his Administration. He spoke of the appointment of a Good Roads Commissioner and the setting apart of $1,000,000 for the improvement of public highways. The share of each county was to be in proportion to its area, the money was to be expended under the direction of the County Council, the work must be approved by a Government engineer. The manufacture of beet-root sugar was to be encourged. A profit of from $20 to $30 per acre was within easy reach of the farmer and to meet the necessity for large capital in the industry the Government had set apart $225,000 for the payment of a bounty of half a cent a pound for each of the first two years after a factory was established and a quarter of a cent the third year. Mr. Whitney had objected to this policy on the ground that the farmer who grew the beets should receive the bounty. Mr. Ross stated that he did not agree with this view because the farmer had no more risk in growing beets than any other crop, while the manufacturer had to invest large sums of money before getting any return and was liable to various forms of financial accident. Upon this as on other points, Mr. Marter had opposed his own party and supported the Government. After referring to the railway policy of his Administration Mr. Ross then dealt at length with the Education question. During the last Session, following the established practice that school laws should only be amended every five years, the Minister of Education had submitted certain legislation. Not a single amendment was offered to the High or Public School Acts by the Opposition. The Department was attacked, but that was all. They had done much to help the University of Toronto but in doing so the Government had to bear in mind the great predominating interest of the Public and Separate Schools with their 500,000 enrolled attendants in the constituencies of Ontario and the High Schools with their 23,000 pupils as against the 700 students in the University. He thought private beneficence should do something for that institution and in another ten years or so additional aid might be given by the Government to the $1,000,000 which they had practically just added to the capital of University.

At New Hamburg, on October 17th, the Premier dwelt upon the present position of the Province as illustrated by its place at the Pan-American Exposition. Out of 21 medals at that Exhibition given for horses, cattle, sheep, swine and cheese, Ontario had secured sixteen and besides this had won the only gold medal for cheese. Yet we had four million cattle, and the United States forty-four

millions! "Somebody in these 30 years has been active." Turning to the subject of Education he pointed out that there were now about one-half the examinations which Dr. Ryerson had and no one disputed the latter's great ability. There were now a dozen text-books in the Public Schools and when he had assumed office as Minister of Education there were 30 of them. The Separate Schools were much better than formerly. "The Catholic child was entitled to as good an education as the Public School pupil." On October 31st, Mr. Ross was in Ottawa and the Toronto *Globe* correspondent described his movements at considerable length. He interviewed the Minister of the Interior "in regard to adopting an immigration policy that would attract more agricultural labourers to Canada." This was for the special benefit of New Ontario. He met the Minister of Agriculture regarding the matter of a permanent exhibit at the Imperial Institute and uged the importance of "presenting to the people of Great Britain in as striking a manner as possible the variety and extent of the natural resources of Ontario." For this purpose better quarters in London were desirable. In an interview with the *Globe* on the same day the Premier dealt at length with the desirability of more immigration into Northern Ontario; the necessity of making the Province better known and of keeping its people at home. "We cannot spare to Manitoba and the Territories the best of our hardy sons. We need them to make the most of our home lands. We have in New Ontario the most fertile soil, well watered and in parts wooded. Let us make these facts known."

On November 11th, the Hon. Mr. Ross gave his party the watchword of the next year's campaign—"Build up Ontario." It was at a gathering of the Ross Liberal Club, of Toronto, held for the purpose of presenting its Hon. President with a protrait of himself in oils. Dr. E. Herbert Adams presided, and the Premier during his speech reviewed his own political career and the record of the Liberal party in Ontario. "They could point to the whole body of municipal law, the factory laws, mining laws, license laws—not a year had passed since the Liberals came into power in which there had not been passed legislation of the utmost importance." He attacked the Conservative policy, or want of policy, and concluded by appealing for a general acceptance of the principle that, whatever else is done, "a large view of politics" should be taken. "The policy of the Liberal party is a progressive policy. The watchword of the election is —build up Ontario."

Mr. J. P. Whitney and Conservative Policy in Ontario

The Leader of the Ontario Opposition addressed several meetings during the Autumn—the first at Toronto, on September 3rd, being the most important. Mr. J. J. Foy, K.C., M.P.P., President of the Ontario Conservative Association, acted as Chairman, and there was a large attendance of prominent members of the party. Mr. Whitney reviewed at length the policy of his party in the Legislature, past and present; during the long leadership of Sir W. R. Meredith, the brief one of Mr. G. F. Marter and the present tenure by

himself. He spoke first of agricultural schools which had been proposed by Sir John Macdonald fifty years before and established, so far as Ontario was concerned, by Sir John Carling. Mr. Andrew Broder, a Conservative member of the Legislature, was, he said, the first to propose travelling dairies while, in 1889, he had himself urged the establishment of a general system of agricultural schools in addition to the College at Guelph. The statement that he had voted against the creation of a Ministry of Agriculture was "a direct, deliberate and absolute falsehood." Upon the sugar-beet question the Conservative party was on record as being in favour of doing something direct for the farmer in accordance with an amendment to the Government measure which was promptly voted down. Through a measure proposed by one of the Conservative members they had forced the Government to appoint a Standing Committee of the House in Agriculture.

Upon the question of Manhood Suffrage, Mr. Whitney quoted the Resolution proposed by Mr. Meredith, on March 24, 1885, which demanded the "necessary and expedient" extension of the suffrage to every male British subject, not disqualified by law, and of the age of 21 years. It was voted down by the Government's forces, and four years later made law by the same Government. As to the punishing of bribery and corruption he had, in 1889, introduced a Bill for the punishment of bribery by imprisonment and fines, but it was voted down. The next year he had introduced the measure again with the additional proviso of trial by jury, but this was also voted down. In 1899 he had presented similar proposals, but had not been allowed to bring them to a vote. Finally, after the West Elgin and North Waterloo occurrences, he again brought his Bill forward only to have its terms incorporated by the Hon. Mr. Gibson in a Government measure. In the matter of timber preservation and saw-log exportation he quoted speeches and motions by Mr. Meredith from 1886 onward to show the consistent policy of the Opposition. In 1888 the party in the Legislature had demanded a Select Committee to "inquire into the extent and nature of the timber and mineral resources of the Province." The Government acceded in regard to minerals, but refused to accept the proposal in regard to timber. He referred to Mr. Miscampbell's motion of May 18, 1893, looking to the safe-guarding of selling rights in the timber resources so as to keep the product for home manufacture. This was voted down as was a similar one in 1894 looking to protection against the mill-owners of Michigan. In 1897 the same member proposed a motion censuring the Government for not having taken steps to compel the manufacture in Canada of all saw-logs cut under Crown license. Shortly afterwards the Government embodied these proposals in legislation.

Mr. Whitney declared that in the land concession to the Spanish River Company in connection with its proposed pulp-wood industry there were contract phrases which made the grants much more extensive than appeared on the surface. The Conservative policy was presented in an amendment to this proposal, and, in the next year,

to the Keewatin concession, which favoured the submission of all pulp-wood public lands to public competition and the regulation of all dues on Crown timber by the House. The Government, however, disapproved of the principle and opposed the motions. Turning to New Ontario, Mr. Whitney denied having ever minimized its importance, and quoted Mr. Ross as saying in the House of Commons, on January 10, 1881: "We have no evidence that the land is of great value; we know that the climate is unfavourable; we know the soil is somewhat barren." This was in opposition to the Canadian Pacific Railway. He also quoted Mr. Clergue's statement that "when he first came to Canada, he met with the difficulty that the Ministers in power had no great confidence in the country's resources," and did not know Northern Ontario as they should have done. In connection with the Algoma Central Railway the Opposition Leader was explanatory and explicit. This Line ran from certain mines belonging to Mr. Clergue through an uninhabitable country down to Mr. Clergue's mills for the refining of his ore. It had nothing of the colonization element in it. The Government gave to that Railway in fee simple, the title, the minerals and everything, with the exception of pulp-wood dues. What he had objected to was the deception surrounding this gift. In the preamble to the Bill a number of sweeping promises were made as to what Mr. Clergue would do in return for the grant. Nearly all these things had been already done or were on the road to completion. The stated provisions, or compensation, were falsehoods "made, uttered, printed and published with deliberation by the Ontario Government." The Manitoulin and North Shore Railway grant he and the Conservative party had supported and believed in. Education was the next subject dealt with. The Government considered the Public School a stepping stone to the High School, the latter to the College and the College to the University. It was the whole chain and its polish which Mr. Ross regarded, and not the individual merits of the links or systems. "We say the Public School of this Province, in which 95 per cent. of the pupils have to receive all their education, should be a substantive institution by itself, self-centred, so to speak." He did not think the education actually given was such as to best fit the pupils for their future life, and that much time was frittered away on subjects better suited to a High School. A radical revolution in the entire system was necessary, and he quoted a Resolution moved along these lines in the Legislature, by himself, on January 14, 1898.

The Government had opposed his motion as they did, also, his proposal for the appointment of a Consultative Council of Education to assist the Minister of that Department. Finally, Mr. Ross had gone so far as to suggest that he should appoint one-half of such a Council and Mr. Whitney the other half! "But my proposition was that the Public School teachers, the Separate School teachers, High School teachers, professors in Colleges and Universities, should, each class of them, elect or choose certain representatives and form this consultive body whose advice should be at the service of the Minister at all

times." He quoted Principal Grant's statement that written examinations were cramping the pupil's mind and destroying his vitality; while too much organization had resulted in disorganization. In the same way the University of Toronto had been too much governed from the Department. Turning to the financial position, Mr. Whitney pointed out that the ordinary expenditure of the Government upon services and apart from railways, public works and buildings had increased from $1,800,080 in 1874 to $2,900,000 in 1890 and $3,600,000 in 1900. At the same time they had imposed new taxes upon successions, licenses, distilleries and companies to the extent of $530,000 in 1900. Mr. Whitney concluded with a forcible arraignment of alleged corruption in the Government and politics of the Province. His proposed policy was summarized as follows:—

1. Development of New Ontario and aid to the proposed Temiscamingue Railway.
2. Grants to railways to be for development purposes only; security to be taken for amount advanced; rates to be under Government control. If Dominion refunds bonuses given by other Provinces, Ontario to demand similar treatment.
3. Encouragement to the refining of Ontario ores within the Province.
4. Timber resources to be guarded and pulp-wood limits to be disposed of by public competition.
5. The early establishment of more Agricultural Schools.
6. Facilities to be promoted for transportation of food products, and improvement in the breed of cattle to be encouraged.
7. Public School system to be reformed; a Consultative Council to be established; Toronto and Queen's Universities to be placed upon a better footing; School text-books to be improved and cheapened.
8. Municipal laws to be revised; legislation in favour of corporations to be checked.
9. Ballot crimes and frauds to be checked and criminals punished.

On September 19th Mr. Whitney spoke at Caledon, in the County of Peel. He was preceded by Mr. J. J. Foy, M.P.P., and in his own speech reiterated the statement as to the Conservative policy in many directions having been stolen by the Government. Referring to the allegations against the "school-book ring," made by Mr. G. N. Morang, of Toronto, he spoke of a small number of publishers getting rich through possession of a monopoly and contributing money to the Liberal campaign fund. He denounced the proposed Municipal Council legislation of the past Session, giving power to exempt corporations from taxation. "The unworthy public man who dared to insult the intelligence of the Ontario Legislature by imposing such a scheme, withdrew it quietly and in the dark, and never dared to stand up in the House and say a word in defence of it." Speaking of the Premier's visit to England, and his letter of September 9th, in the London *Times*, he quoted that paper's editorial statement that the emigration statistics, used by Mr. Ross, were inaccurate—328,411 emigrants leaving for Canada between 1891 and 1900, instead of 90,000 On October 2nd the Opposition Leader addressed a gathering at Listowel, and, in referring to the oft-claimed Provincial surplus, stated that the Government had squandered the $3,800,000 left them by Sandfield Macdonald, and, in order to meet existing deficits, were now selling timber limits

which were Provincial capital, and calling the proceeds in excess of the deficit a surplus. At Havelock, on October 27th, Mr. Whitney was assisted by Mr. J. W. St. John, ex-M.P.P., who spoke first.

Mr. Whitney, in following, emphatically denied that he had ever called New Ontario "the land of the stunted poplar," and defied proof of the assertion that he had. He stated that the Hon. David Mills had declared the Government's measure extending the life of the Legislature to be unconstitutional and argued that, so far, all the projects of Mr. Ross—dressed beef industry, drainage legislation, remount depot establishment, good roads, cold storage, and the idea of using Ontario nickel for British warships—were suspended in air. He denounced the Mabee pamphlet as a "nauseous" thing. "A number of months ago this man attempted to induce me to allow him to issue a pamphlet as Conservative literature, something on the lines he has now issued against us. . . . I refused to have anything to do with this." On November 11th Mr. Whitney and Mr. R. L. Borden, the Dominion Conservative Leader, addressed a meeting in Toronto, under the auspices of Ward No. 2 Association. Mr. Borden expressed great interest in the coming Ontario elections and, in view of what he termed the undisguised alliance of the Dominion and Provincial Governments, believed every Conservative member of the House of Commons would give Mr. Whitney his active support. "You will have the power of both Governments against you, and you must not fail to regard the fact that the Dominion Liberal party look upon the result as very critical for themselves." The Provincial Leader followed in a speech which sketched slightly, though with darkly shaded colours, the alleged misdoings of the Government party. On November 22nd Mr. Whitney, accompanied by Mr. Foy, spoke at London, and in the evening at New Hamburg. The same gentlemen addressed a large meeting at Port Colborne on December 11th.

Prohibition in Ontario and the Privy Council Decision

The announcement of the decision as to the validity of the Manitoba Prohibition Act precipitated an acute political and popular discussion in Ontario. As much of what was said turned upon the deliverance of the Premier of the Province, on February 13th of the same year, a preliminary record of that occurrence may be given here. On the date mentioned some forty members of the Ontario Branch of the Dominion Alliance for the suppression of the Liquor Traffic waited upon the Hon. G. W. Ross and his Cabinet. Amongst the delegation were the Rev. Dr. Mackay of Woodstock, the Rev. Dr. Carman, Mrs. Rutherford, President of the W. C. T. U., Mr. F. S. Spence, the Rev. Dr. Chown, Dr. J. J. Maclaren, K.C., Mr. G. F. Marter, M.P.P., and the Rev. Dr. Courtice. The members of the Cabinet present, besides the Premier, were the Hon. Mr. Gibson and the Hon. Messrs. Harcourt, Stratton, Davis and Latchford. The Rev. Dr. Mackay was the first speaker and explained that the Alliance included, or was representative of, the Good Templars, the Royal Templars, the W.C.T.U., the Canadian Temperance League and various other Temperance or religious organizations. He said they

all recognized that the powers of the Legislature in connection with Prohibition were uncertain but, "without entering into that at all, the deputation was there simply asking for the largest possible measure of Prohibition within the Legislature's powers." He reminded the Premier of his long and prominent association with the Temperance cause; spoke of rumours regarding the influence of the liquor interests; and declared that if the latter could combine, so also could the Temperance advocates. Mr. F. S. Spence spoke of the Premier as one of those who had "stirred up the moral sentiment of the country" to the pitch which had rendered the present deputation possible. The Rev. Dr. Carman said that as long as there was a conscience or humanity in the breast of man the present conflict must go on. "Prohibition must come some time." Meanwhile, he believed that a Government standing bravely by the principles of a moral and intelligent patriotism would probably retain their position.

The Hon. Mr. Ross in his reply spoke of the careful administration of the license laws; the improved condition of the people in respect to intemperance; the difficulties of the Government as shown in the fact that every restrictive move offended friends and did not placate political enemies. He pointed out the uncertainties as to Provincial power in the matter of Prohibition and asked if it would not be better to go on improving the present license law until a decision had been arrived at as to the constitutionality of the Manitoba and Prince Edward Island legislation. After describing the Manitoba Act as very stringent, he stated that "it was a law which in many respects Ontario might copy." He then inquired whether, if there was a Prohibitory law in Ontario, the dormant forces of opinion could be aroused so as to make its enforcement possible? "For his part he believed that it would be of no use to take a leap in the dark and to pass a Prohibitary law for the Province now. But it was possible to enforce existing laws and to advance along that line leaving untried experiments of legislation until such time as all doubts as to Ontario's constitutional powers were removed." In reply to a query from Mr. Spence—according to the *Globe's* report—the Premier stated that then "the Government would no doubt go as far as the definition of constitutional limitations would allow." According to the *Mail and Empire*, he said that "the Government had always declared that they were prepared to go as far as the law allowed, and they had not receded from that position." The Provincial Grand Council of the Royal Templars of Temperance met in Toronto on February 19th.

The annual Report of the Grand Councillor, Mr. F. Buchanan, declared that Temperance work had partially changed, in character, from individual to Parliamentary and, in aim, from total abstinence to Prohibition. The old-fashioned lodges and local work were in some measure things of the past. He urged agitation for increased membership. "In regard to Prohibition I feel bound to say plainly that we have been tricked by both the Dominion and Provincial Governments. The promises and implied pledges of Government leaders have unfortunately found too much credence among the best

class of our Temperance workers with the result that many placed so much trust in Parliamentary action as to somewhat slacken their advocacy of total abstinence as exemplified by the pledge." Congratulations were extended to Manitoba and Prince Edward Island and a Prohibition deputation to the Ontario Government was suggested. On the following day, the Premier of the Province addressed the Grand Council. Mr. Ross expressed the belief that Prohibition was not a matter of force but one of persuasion, education and instruction. Parliament could not make laws that could not be enforced because some one would carry their repeal. If a Prohibitory law were carried over the heads of those who opposed the policy—and this was quite possible—it would be difficult of enforcement. "There was little use in ignoring the opinions of other people or of regarding them as preverse." He felt that when it came into the heart of everyone that Prohibition was desirable, as it had done in connection with the sending of a Canadian Contingent to South Africa, they would not need an Act of Parliament to carry out the popular wish. He concluded by again urging educational work until the traffic could be finally and forever abolished, and cautioned his hearers against forgetting the instruction of the home, the school, and the pulpit in their anxiety for Legislative action. An address upon Temperance reform was delivered by the Hon. George E. Foster at Toronto, on March 31st, under the auspices of the Canadian Temperance League. The former Dominion Minister of Finance deplored the increasing operations of the drink traffic throughout the world, and suggested as worthy of consideration Government control of the sale of liquor. Under such a system he believed that the sales would decrease steadily, the product would be purer and more wholesome, and the ultimate result would be Prohibition. The Hon. G. W. Ross occupied the chair upon this occasion and expressed the belief that Temperance reform reached the very vital springs of the life of the people.

The Synod of the Anglican Diocese of Huron, at its meeting in London on June 19th, discussed the Gothenburg system of Government control. The Temperance Committee brought in a report recommending this solution of the problem as the best and stating that correspondence with other Synods and religious bodies showed that "the license law is flagrantly and almost universally violated." After considerable discussion the Synod decided to appoint a special Committee to consider the working of the system in comparison with the license system and to report at the next meeting. At the annual meeting of the Provincial Branch of the Dominion Alliance on July 9th, the Rev. Dr. W. A. Mackay presided, and in his opening remarks declared that despite the overwhelming Temperance sentiment of the Province very little progress had been made in legislation and what changes had been made were in favour of the liquor seller. He attacked the Dominion Government for not redeeming their alleged pledges regarding the Dominion Plebiscite on Prohibition and expressed the opinion that not only were the license laws in Ontario

not enforced but there was actually more drinking done on the Sabbath than at any time in the history of the Province. He was opposed to Government control or ownership of the liquor traffic. The Report of the Executive Committee expressed regret that the license laws had not been consolidated and simplified so as to secure enforcement and further restriction. Organization of the Probibition electorate was also suggested. The Report of the Electoral Committee was presented by Mr. William Munns and recommended organization in every constituency in order to nominate and, if possible, elect Prohibition candidates. A discussion followed in which references were made to the inutility of passing such Resolutions year by year when Prohibitionists continued to support their party candidates. Eventually it was agreed to take steps to appoint a competent organizer to undertake this work. The Rev. Dr. Mackay was elected President and Mr. R. J. Fleming, Treasurer. Amongst the Vice-Presidents chosen were Senator Vidal, Senator J. C. Aikins, the Hon. G. W. Ross and Senator G. A. Cox.

The Council of the Dominion Alliance met in Toronto on the following day with Mr. J. R. Dougall, of Montreal, in the chair. The Report of the Executive Committee expressed regret at the "unusually mischievous and degrading" conditions under which the liquor traffic was carried on in the Yukon Territory; censured the Dominion Government regarding the Federal Plebiscite; and stated that the condition of matters in Quebec was very discouraging. President Dougall in his address declared that Prohibition without a temperance sentiment to back it up would be a very questionable gain and took issue with Sir Wilfrid Laurier in his statement that the Temperance people had not asked for improvements in the Scott Act. It was stated that interest in Temperance was steadily falling off and the co-operation of preachers was asked in its revival. Upon motion the question of Government control of the liquor traffic was introduced, but the Council was unanimous in condemning the proposal. At a meeting of the Missionary Board of the Royal Templars held in Toronto on August 15th Mr. W. W. Buchanan reported the result of three months' work as lecturer and organizer in Ontario. He stated that a condition of apathy existed amongst the people regarding Temperance matters—probably due to the non-existence of a real issue for consideration—and announced his resignation. The Board desired him to continue his services, but he had arranged to leave for the North-West.

When the decision of the Judicial Committee of the Privy Council in the Manitoba case was announced on November 22nd, the press and publicists of Ontario at once commenced to discuss the probable attitude and policy of the Provincial Government, and the speech quoted above became a pivotal point of controversy. The Rev. Dr. MacKay was interviewed at Woodstock by the *Mail and Empire* on November 23rd and declared that Premier Ross was clearly committed to give to Ontario all the Prohibition in his power —that power being clearly indicated by the Manitoba law. A

decision will be a most important factor in the coming elections. At Hamilton, Mr. Emory, Secretary of the Royal Templars of Temperance, expressed doubt as to whether Mr. Ross had ever promised to enact a Prohibitory law. Mr. F. S. Spence, Secretary of the Dominion Alliance, observed that "the Temperance cause in the Dominion had been handicapped by the aversion of the French people to Prohibition. Now we are practically freed from this impediment." Mr. J. S. Robertson, President of the Canadian Temperance League, expressed the conviction that public opinion in Ontario would sustain the enforcement of a Prohibitory law. "I think that the understanding of the Temperance people is that the Ross Government were prepared to give as full Prohibitory legislation as the law would permit." The Rev. Dr. Griffin told the Toronto *News* of the same day that the Provincial Government had always taken the position that they would enact Prohibition if it were found to be within their power. "That was the position taken by the Mowat, the Hardy and the Ross Governments, as I understand it." In the *World* of November 28th Mr. Spence declared his belief that the Government would readily carry out their pledge. "I have no idea that any attempt will be made to deny that they are so pledged." He then quoted the original pledge made by Sir Oliver Mowat, when Premier of Ontario, on February 6, 1894, as follows: "If the decision of the Privy Council should be that the Province has the jurisdiction to pass a Prohibitory liquor law as respects the sale of intoxicating liquor, I will introduce such a Bill in the following Session if I am then at the head of the Government."

Meanwhile, the question of the Government's policy was widely discussed in the press. The first important Liberal paper to speak was the Toronto *Star*, which, on November 25th, expressed its belief that Prohibition was desirable wherever enforceable, and that it was enforceable in the country districts and smaller towns and villages, but not in the cities and larger centres. "There can be no doubt that Premier Ross will be quite justified if he announces that before asking the Legislature to pass a Prohibitory law, a direct mandate from the electorate should be taken." On the preceding day the London *News* had declared it unlikely that Mr. Ross would, on the eve of an election, propose such a law. There must be a large majority of the people vigorously in favour of enforcing Prohibition before it could become a fact. On November 26th, the Toronto *Globe* pointed out that the issue of Provincial Prohibition was now a practical one; that for years it had been the subject of litigation, Plebiscites and Parliamentary resolutions with an indisposition to look it fairly in the face; that the wisdom of enacting a law would now have to be considered. "Either to give the law or to refuse it will involve consequences which will have a marked effect on the political situation." There could be no doubt of the desirability of such an enactment if adequately enforced. "On the question of enforcement we cannot profess to be free from doubt." Experience indicated its extreme difficulty in cities, although it had been reasonably effective

in rural districts. "The question, therefore, which the people are bound to ask themselves, is whether they are prepared to, not only vote for Prohibition and for the men who will support Prohibition, but to give a firm and constant support to the enforcement of the law." In American States like Kansas, such laws had not been successful and "a badly enforced law will be worse than none." A well-enforced one would be a great boon.

Four days later the *Westminster*—a Presbyterian paper edited by the Rev. J. A. Macdonald—came out with a carefully written article which proved the keynote of the Government's future policy and the subject of wide debate. It commenced by pleading for sane, strong and steady leadership in the Prohibition ranks and for honesty and intelligence in the press of the day. The liquor traffic was declared to be an unmitigated curse and the saloon a social parasite of heartless and brutalizing influence. "The time was past for shallow thinking and clap-trap speech." Prohibition was now within the range of Provincial politics, and this made careful consideration and cautious action incumbent upon the Government. There was no sufficient assurance that public opinion was positively and strongly in favour of the enforcement of such a policy. "If the Provincial Government, of necessity or of choice, goes forward to the enactment of a Prohibitory measure, the sober judgment of the Province must be obtained." The dominant public sentiment of Ontario must be behind any effective law. The Plebiscite of years before had been taken upon an abstract question; the expression of public opinion was academic in form; and to many it had seemed of no practical value. If ever the Referendum —though new to Canadian politics—was justifiable, it would appear to be in this case. "Were the Government to introduce a competent and carefully drawn Prohibitory measure, which, after full consideration in the Legislature, would become law only after having been referred to the country and approved by such a vote of the electors as would place its enforcement beyond peradventure, so far as public opinion is concerned, the present doubt would be taken away."

On November 27th the *Globe* referred to the article in the *Westminster*, and quoted at length from advance sheets of its contribution to the subject. "Whether or not we approve of the idea of a Referendum, we must all agree that it is time to banish bunkum from the discussion on Prohibition and to take the matter up in an honest, serious and business-like way." The London *Advertiser*, of the same day, was non-committal and declared that there was "every reason for not mixing the question with the ordinary voting, or ordinary parties, at a Provincial general election. The vote should be taken at a different time." Other Liberal papers, such as the Brantford *Expositor*, the Hamilton *Times*, and the St. Thomas *Journal*, followed upon this line of having a fresh reference to the people.

The Conservative papers of the Province, in the weeks immediately following the announcement from London, denounced the Government and the Premier with vigour for their attitude upon the subject, for their apparent lack of policy, and for the proposals of their friends.

The Toronto *Mail and Empire*, of November 23rd, stated that "Mr. Ross, who is himself a Prohibitionist, may be expected now to present legislation superseding the licensing system and making the sale of liquors, except for medicinal and religious purposes, illegal in Ontario." The Ottawa *Citizen*, of two days later, declared that Mr. Ross was now suffering the penalty of trying to keep the liquor men in line while posing as a Prohibition sympathizer. The Woodstock *Times* on the same day, declared itself opposed to all Prohibition. The Toronto *News* described the situation confronting the Premier, to be "whether he will follow his own convictions in the matter; keep his word to the Temperance people, with whom he has been working for a quarter of a century, and enact a Prohibitory liquor law; or whether he will violate the pledge he made and evade the question by adopting one of the many subterfuges which the active brains of his journalistic allies are evolving." On December 2nd the London *Free Press* reminded the Premier that many important interests would go to the wall under Prohibition. The grape-growing industry, the making of cider, the growing of barley, would be destroyed. The proposed Referendum was described as "a cowardly retreat by a trick unknown to our laws and unprecedented in our legislation." The Hamilton *Spectator* criticised the Premier for not keeping his promise, and declared that the Liberal journals of the Province "talk about everything except the keeping or breaking of the Premier's promise." The Windsor *Herald* believed that there was no really strong feeling in the Province in favour of Prohibition. Of all the Conservative press, however, the most vigorous and direct in its denunciation of the policy in any form was the Toronto *World*—the organ of Mr. W. F. Maclean, M.P. The religious press of the Province dealt with the subject in most serious terms. On November 27th the *Christian Guardian*, the organ of the Methodist Church, after giving an historical review of the situation, stated that "Prohibition is one thing; Prohibition enforced is another thing." It would be easy to enforce an Act where only habitual drinkers were concerned, but in this case every kind of device would be adopted to bring the measure into disrepute. "One great result of this decision may be the shifting, reforming and cleaving afresh of political parties in Provincial politics." A week later the same paper reviewed the conditions under which the Manitoba Act had been upheld:—

> These distinctions mean that the Provincial power cannot prohibit the drinking of liquor, which would be an extreme interference with personal habits; nor can it prohibit the manufacture or importation of liquor for certain purposes, which have always been deemed justifiable, and described as scientific, mechanical, medicinal and sacramental; nor can it prohibit the manufacture and exportation to territory outside the Province where Prohibition is not in force; but the Provincial power may wipe out all wholesale and retail transactions in liquor which are now carried on in licensed places and under Government regulations.

Moderation was urged, but, at the same time, "Temperance men must never shrink from the fundamental position that this Province, which is now under a License law, must, in the near future, go under a Prohibition law." Then, however, would come the greatest diffi-

culties. "It was easier to secure the Scott Act in the counties than it was to secure its enforcement and permanence." A somewhat extended period of preparation and work was suggested as better than any immediate legislation. In the pending elections "no Referendum or Plebiscite proposal should weaken the sense of responsibility resting on the representative of a constituency." The *Westminster*, of December 14th, followed up its first and well-known article by another. It pointed out the possibilities for a popular campaign which a great moral issue such as Prohibition presented to an orator like the Premier, and expressed the belief that he might win the elections upon it. But neither winning an election nor the passing of legislation was the vital consideration. "Experience has taught us a few lessons on the futility of hasty or inoperative legislation. Temperance reformers of the more extreme type are revising their theories of reform and are recognizing more clearly the importance of constant education and active moral agencies as essential to effective Prohibitory laws." State ownership or control of the liquor traffic was suggested as an alternative and important subject of consideration.

The *Church Record*, the Anglican-Evangelical organ, of December 15th, rather regretted the revival of this agitation. "The Temperance cause is making progress in this country." In the rural districts drunkenness was rare, and in the cities young men were finding it advisable, from business and personal reasons, to leave liquor alone. "We should like to impress upon our readers the truth that the Church's work is to teach Temperance on the basis of the moral, not of the civil law." As expressing, nominally, the opinion of the Prohibitionists, the *Royal Templar*, the chief organ of the party, declared that it was now too late to inquire whether a Prohibitory law could be enforced. That should have been thought of before. "The issue to-day is a very simple one. Is a deliberate and long-standing promise to be held sacred?" During the same month the Toronto *Wine and Spirit Journal* called upon the liquor men to organize against the "irksome ideas" of the Prohibitionists. Any attempt to enforce such legislation would be farcical in the extreme. On December 3rd a large gathering of the Ontario Branch of the Dominion Alliance was held, and the following Resolution passed unanimously:—

> That we authorize a deputation to wait on the Provincial Government to remind the Government of the Premier's assurance given to a similar deputation when the Manitoba case was *sub judice;* to express our views as to the great importance of the decision given as settling the question of Provincial jurisdiction; to repeat the request for effective and enforced Prohibition to the full measure of Provincial power, and that such legislation be introduced at next Session; and to ask the Government for an early intimation of the plans and methods by which such Prohibition is to be secured and established in our Province.

Three days later the Grand Division of the Sons of Temperance of Ontario met at Brantford, approved the action of the Provincial Alliance, and appointed a deputation to join them in waiting upon

the Premier.* Clauses in the Resolution hinting at a Referendum were voted down. On December 10th the Ontario section of the Prohibition Committee of the Methodist General Conference met in Toronto, with the Rev. W. Kettlewell in the chair, and passed a Resolution appointing a deputation to wait upon the Government and "request a fulfilment of their promise by the introduction, at the approaching Session, of a Bill to prohibit the liquor traffic to the extent of their ascertained powers." On December 11th the Rev. T. C. Scott addressed a meeting of the W.C.T.U. at London, and defined, with some care, the meaning of two phrases then in very common use. "A Plebiscite is the means of finding out the opinion or sentiments of the people on any matter, such as, for example, the Prohibition of the liquor traffic. A Referendum is a legislative enactment, finished in every detail, which, upon being referred to the people and receiving the sanction of the majority, becomes law." He thought the sentiment of the Province on this subject had been sufficiently tested and that a law should now be enacted. A Resolution was then unanimously passed stating that the Government had pledged themselves to this end through Sir Oliver Mowat, Mr. Hardy and Mr. Ross, and concluding with the statement that "we believe it to be the duty of the Ontario Legislature to grant, without further delay, the Prohibition they have so frequently promised, and the people have so persistently demanded. We cannot accept a Referendum as any fulfilment of past pledges, as such a course disowns all responsibility for the measure, and would render it little likely to receive a fair enforcement." At a meeting of City Council Division of the Royal Templars, in Toronto, on December 16th, a Resolution was carried unanimously calling upon the Premier to implement the promises made by his predecessors and reaffirmed by himself, to "fairly and squarely face the question." It also protested against "any subterfuge or equivocation in the shape of a Referendum or otherwise," and pledged support to the Government if a Prohibition measure was passed. During the next few weeks, and through the early months of the ensuing year, various meetings were held in favour of Prohibition in the Province; party candidates were questioned as to their views; and an active agitation maintained for some time.

The Railway Award to Nova Scotia

The history of the case, in which this Province was awarded $671,000 in the year 1901, is a lengthy one, of a somewhat political nature, and should be briefly summarized here. In 1876 the Government of Mr. P. C. Hill, in Nova Scotia, entered into a contract with the Halifax and Cape Breton Railway and Coal Company for the completion of a piece of railway extending from New Glasgow to the Strait of Canso, and undertook to pay, and did pay, a subsidy of $671,836 for the work done. It was also arranged in the contract that the Provincial Government could acquire the road at any time on payment to the

* It was not until the new year that the Premier received this deputation. Later on, it may be added, a Prohibition Bill was presented to the Legislature and carried with a Referendum clause attached.

Company of the amount they had paid out over and above the subsidy received from the Government. During the succeeding year the Dominion Parliament authorized the transfer of the Pictou Branch of the Intercolonial Railway to the person or Company constructing a line of railway from New Glasgow to the Strait of Canso. The construction was duly carried out, and, on April 4, 1880, an arrangement was made between the Provincial Government and the Company by which the former should be at liberty within two years from November 4, 1880, to take over all the railways and property of the Company, including the Pictou Branch, on paying the actual outlay of the Company—exclusive of Federal and Provincial subsidies.

Finally, Government possession was taken of what had come to be known as the Eastern Extension Railway, the sum of $1,200,000 was paid over and a demand presented to the Federal Government for the transfer of the Pictou Branch upon which the profitable operation of the entire road depended. By a Federal Order-in-Council, of October 20, 1883, two conditions were imposed upon this transfer—one the maintenance of existing through rates and the other an expenditure of $800,000 by the Province upon rolling stock. These conditions were claimed by the Provincial Government to be too onerous, the transfer was not accepted, the entire road was ceded to the Dominion authorities, and re-payment of the original subsidy of $671,000 demanded. By correspondence and joint Resolution of the two Houses at Halifax the claim was pressed, but without success, until Sir Wilfrid Laurier's Government took up the matter, and appointed a Board of Arbitration composed of Chief Justice Sir George W. Burton, of Toronto; Mr. F. B. Wade, Q.C., of Halifax, and Mr. E. J. Barbeau, of Montreal, to investigate the case and report a fair and equitable settlement. Principles and justice rather than strict rules and the letter of the law were to guide them. The result was announced, on March 13th, and the above amount awarded the Province.

The Arbitrators gave reasons for not allowing any interest upon the claim, and also pointed out in the Award that the Pictou Branch was a most valuable property and that the Eastern Extension could not profitably be operated without the same. They were both really the property of the Province, they had cost about $4,000,000, and the Dominion, by taking the course it had, secured both properties for the amount paid the Company, namely, $1,200,000. The decision did not end the claims against the Dominion Government on account of the Eastern Extension Railway, as the Counties of Pictou, Antigonish and Guysboro' had each furnished a free right of way, and they still claimed $71,000 for land damages. The decision of the Arbitrators was presented to the Nova Scotia Assembly by Mr. J. W. Longley, Attorney-General, on March 22nd. He referred to the long struggle which the Province had fought out with the Dominion upon this question, to the high character of the Arbitrators appointed and the vigorous and able opposition to the claims of Nova Scotia which had been presented to that tribunal by Mr. E. Lafleur, K.C., the legal defender of the Federal case. He congratulated the Government and

the House upon the settlement thus obtained. Mr. C. S. Wilcox, the Opposition Leader, while rejoicing that the Province had received this money, defended those who, in the earlier stages of the matter, had opposed the Government claims and who conscientiously believed that the Province was not entitled to press the matter. Mr. E. M. McDonald and others followed in a lengthy debate, during which the claim of the Counties to special indemnity was presented by various speakers.

A prolonged debate took place in the House of Commons at Ottawa, on May 22nd, regarding this Award. In presenting the motion the Prime Minister explained the causes leading up to the proposed vote, and expressed a strong conclusion in the premises. "When the Dominion Government practically took possession of the road in spite of the agreement it had with the Government of Nova Scotia, I have no hesitation in characterizing it as an absolute breach of faith." The Hon. Mr. Haggart accepted the Prime Minister's general statement of history but demurred at the alleged unfairness of the Dominion Government's demands in 1883. Federal control of rates was essential and it was equally necessary that the Provincial Government should guarantee the efficient working of the road. So far as its value in those years was concerned the road was a worthless asset to the Province, as the latter had not sufficient means to run it. "As to the legality of the claim of Nova Scotia, there is no doubt whatever that there is no legal claim." The case had been submitted to Sir John Thompson and successive Ministers of Justice in the late Government and they had all reported to this effect. The Arbitrators, therefore, had dealt with the equities of the case.

Authority should have been obtained from Parliament to submit the matter to arbitration under such conditions. Mr. James Clancy quoted the Hon. W. T. Pipes, the Hon. Mr. Fielding, when in the Provincial Legislature, and the Hon. J. W. Longley, to prove that the assumption of the road by the Dominion Government was regarded in the period around 1883 as having been far from an injury to the Province. There was, he thought, no claim for compensation which could not be presented on account of railways in every other Province. In any case the road had become a part of the Intercolonial and was being worked at the public expense for the special benefit of Nova Scotia. "Where are we going to stop?" Upon the same basis Ontario could claim some $16,000,000 from the Dominion Government. The Province of Nova Scotia had never alleged that an actual loss was suffered. It was, he declared, part of a general raid upon the Dominion Treasury, under Liberal auspices, by the smaller Provinces. This seemed to be the general Conservative contention. The Hon. Mr. Blair and the Premier, however, claimed that it was simply compensation for a breach of contract.

The Provincial Elections in Nova Scotia

The debates in the Legislature and the policy of the papers and parties during the year led up naturally to the dissolution of the Assembly and the elections on October 2nd. A Convention of the Conservative party —under the leadership of Mr. C. S. Wilcox—was held at Halifax on

July 2nd and its policy formally ennunciated. The Government were charged in this document with making use of money, patronage and other corrupting influences to hold themselves in power; with having signally failed to maintain the roads of the Province in proper condition; with an ineffective administration of the Department of Mines which had weakened confidence in the validity of titles issued under its direction and had caused, in other ways, much discontent; with a railway policy which had been weak, dilatory and hesitating, and had not kept pace with the resources and reasonable requirements of the Province; with grossly neglecting the agricultural interests of the country as well as its great fishing industry; with extravagance in carrying on the civil government of the Province, and with declining to establish a satisfactory audit of public accounts; with methods of giving contracts to, and employing members of, the Legislature, which were unsound and subversive of the independence of that body. The constructive part of the platform may be summarized as follows:—

1. Amendment of the law so as to prevent corruption.
2. Expenditure of road grants by the Municipal Councils.
3. Application of the Eastern Extension Railway Award of $671,000 to the permanent improvement of the public highways.
4. Re-organization of the Mines Department and its equipment with an assay plant and other modern appliances.
5. Larger grants to the Miners' Relief Societies.
6. An arbitration law to provide for the hearing of questions at issue between employers and workmen before Boards entirely free from Governmental or political influence.
7. Completion of the railway lines from Halifax west to Yarmouth, and from Halifax east to the Strait of Canso and thence to Louisburg.
8. Substantial Legislative encouragement to dairying, stock-raising, horticulture, cold storage and rapid transportation of farm products.
9. Assistance to the fishermen by the establishment of bait stations and arrangements for improved transportation facilities.
10. Amendment of the School curriculum and substantial assistance to manual training, technical, mining and agricultural education.
11. Abolition of existing electoral lists and replacement by some simpler process, with right of appeal to a non-political tribune.
12. Abolition of the Legislative Council.
13. Revision of the laws relating to public health.
14. Appointment of a responsible Provincial Auditor for the public accounts.

The announcement of dissolution was made on September 4th, and during the succeeding month the constituencies brought their political organizations into play, nominated their candidates and cleared the ground for battle. On September 5th the Hon. G. H. Murray, as Premier and Liberal Leader, issued a Manifesto to the people. His first reference was to the Dominion Government Award of $671,000 in connection with the prolonged railway dispute, the alleged refusal of the Opposition to aid the Government in pressing that claim and the intention of the latter to apply the money to the reduction of the Public Debt of the Province. He then dealt with the railway needs of the country between Halifax and Yarmouth,

the many past efforts to provide transportation facilities for that section and the recently arranged contract for building a railway with money lent by the Government. Since the authorization by the Legislature of this policy, however, a change in the amount of the loan per mile had been made and the contract would not be ratified until popular approval had been shown. The enterprise would then be quickly commenced and vigorously prosecuted to completion. Subsidies of the usual amount were also promised to a line of railway through the Musquodoboit Valley and a portion of Pictou and Guysboro' Counties. Referring to the financial situation the Premier pointed out that when his party came into power in 1882, the revenue was $541,000 and had since increased to $1,034,906. The moderate debt which had been contracted was for important and necessary public purposes—the construction of iron bridges and subsidies to railways. Larger grants were being given for education, for roads and bridges, for agriculture, for humane institutions, for mining development, for public works, and yet in the past year there was a surplus of $76,000. The consolidation of the Public Debt in 1899 had resulted in a loan at 3 per cent., which was the lowest in the history of Nova Scotia.

He dealt with the improvements in the humane institutions of the Province and promised a Provincial Sanitarium for the treatment of consumptives. The grants to education had been most liberal. "Our splendid system of free common schools has been maintained with ever-increasing efficiency." Night schools, High Schools and the Normal School had all been aided and supported by financial grants. Technical education had been specially encouraged, and the total grants for school purposes had increased from a Conservative average in four years of $146,095 to a Liberal average of $182,500. The Model Farm at Truro and the proposed Maritime Agricultural College, were amongst the steps taken to aid agriculture and the amount voted for the encouragement of this interest had grown from $12,000 in 1883 to $35,000 in 1900. In mineral development their Government had done much. The formation of the Dominion Coal Company, the creation of the Dominion Iron and Steel Company, the growth of Sydney, the increase of royalties on coal from $120,000 to $460,000, the revival of industries and continuous creation of new mining interests were all, he claimed, the partial outcome of Government policy. Gold mining had been reasonably encouraged; the fishing industry had been aided by obtaining from Ottawa cold-storage arrangements for bait; expenditures upon roads and bridges had been increased from an average of $100,000 a year to one of $240,000; road-making machinery had been widely utilized and steel ship-building was to be promoted. Their policy had, in short, "been intelligent and progressive, and well adapted to the development of the great resources of the Province."

The nominations took place on September 25th and five Liberals were returned by acclamation. One of the incidents of nomination

day was the refusal of Mr. J. D. McGregor, M.P.P., to accept a Liberal re-nomination in Pictou. Meanwhile a Conservative Convention in Halifax, for the purpose of selecting candidates, had met on September 11th with Mr. R. L. Borden, K.C., M.P., Conservative Leader in the Dominion, as Chairman. At a preceding gathering Messrs. J. Walter Allison and Miner T. Foster had been nominated but now wrote declining, and the choice of the new Convention was Messrs. Stewart, Crosby and Campbell. Mr. C. H. Cahan, ex-M.P.P., and formerly Leader in the Assembly, was made Chairman for the party in the County of Halifax. On the same day the Liberal nominations for Halifax took place and the principal speech was made by the Hon. W. S. Fielding, M.P., Dominion Minister of Railways. At a meeting in Halifax, on September 26th, Mr. R. L. Borden again addressed the public on behalf of the Conservative Opposition. Nomination day in Colchester brought out important speeches from Messrs. F. A. Lawrence, J. F. Stairs, B. F. Pearson and A. S. Black. The contest in this constituency was close and exciting, and one of its features was the changed attitude of Lieut.-Col. W. M. Blair, an old-time Conservative and member of the Assembly. In a letter addressed to the electors on September 24th he gave what were, apparently, local reasons for his change of view. The claims and stories told of candidates and newspapers in the campaign were various. The Conservatives laid stress upon the short notice given the Province in connection with the election and the danger of too long a tenure of office as expressed by the Hon. G. H. Murray in his speeches made against the Dominion Government when he was fighting Sir Charles Tupper in Cape Breton in 1896. In a Manifesto to the electorate upon that occasion, dated January 21st, he had made a strong statement of this kind which the Opposition now declared would exactly apply to his own party and Government in Nova Scotia. Mr. J. W. Longley was also widely quoted in the same connection.

The result of the struggle was not gratifying to Conservative hopes and, on the morning of March 3rd, it was announced that every constituency had gone Liberal except two. Mr. C. S. Wilcox, the Opposition Leader, was defeated in Hants by 295 majority. Mr. C. E. Tanner, K.C., was elected in Pictou by a majority of 29, while one other Conservative, Mr. Daniel McLeod, was elected in Cumberland, defeating Mr. M. L. Tucker by 13 votes. Mr. Arthur Drysdale in Hants had 473 majority; Mr. Longley in Annapolis a majority of 583; the Premier in Victoria had 596; Messrs. McKenzie and Gillies in Cape Breton over 1,400; Messrs. Comeau and Gidney in Digby over 800; Messrs. McLean and Davison in Lunenburg over 800; Messrs. Whitman and Sinclair in Guysboro' over 800; Messrs. Wickmore and Dodge in King's over 1,000; Messrs. Finlayson and Joyce in Richmond over 400; Mr. James McDonald in Inverness had 944. The majorities in Halifax City and County ran from 300 down. Colchester was very close and the majorities insignificant.

The Dominion Grant to Prince Edward Island

The claims of the Island upon the Dominion constituted an important part of current politics and controversies during the year 1901. The Provincial Government were pledged by their policy in the elections of 1900 to obtain something, and, on March 6, 1901, a Memorial was addressed to the Governor-General-in-Council, detailing the demands and giving much elaborate data upon the subject. Signed by the Prime Minister and the Hon. Messrs. Rogers and McLeod, this document reviewed the situation from the giving up of the Prince Edward Island Railway at Confederation to the Dominion, after an expenditure upon construction of $3,250,000, down to the present difficulties of raising a revenue without minerals or forests and with a situation of insularity, and a condition of steady curtailment in the value of products. Every effort at economy was stated to have been made, and the average expenditures had run from $334,234 in 1876-79 to $283,928 in 1886-89 and $300,646 in 1896-99. Yet the annual deficits since Confederation now totalled up to $775,000, and the Province had a Public Debt of $575,000. The situation was summed up as follows:—

> That in our opinion it would not be possible, without very grave results, to impose additional direct taxation to meet the certain annual deficits which the Province has to face, but the Provincial Government are prepared to recommend to the Legislature the imposition of additional taxation sufficient to raise part of such accruing deficits if the Dominion Government would take into their favourable consideration the peculiar position of this Province, and grant it an additional subsidy to compensate for the absence of revenue which accrues to the other Provinces of the Dominion from their mines, forests and fisheries.

Under date of April 9th, the Premier addressed a second Memorial to Ottawa, describing the pledges made by the Dominion Government when the Island entered Confederation that steam communication would be maintained with the mainland; the failure to carry out these conditions; the consequent losses which had accrued to the people of the Province; the many efforts which had been made to obtain justice. For the troubles which had resulted they held the Dominion responsible and, therefore, asked that the matter be referred to a Board of Arbitrators or else that a lump sum or annual grant be agreed upon between the two Governments concerned. Other representations were made and, during his Budget speech, on May 8th, the Premier was able to announce that a grant of $30,000 per annum—equal to a sum of $1,000,000—was to be made the Island in settlement of this claim. He described the grant as "an increase in our subsidy," and took occasion to say that it was not a final settlement. The Hon. Mr. Gordon, Leader of the Opposition, followed Mr. Farquharson, and declared that two millions at least should have been granted. "He was glad, however, that they were to get $30,000, and still hoped for more hereafter." The Hon. Mr. Peters, Attorney-General, was more explicit upon this point. "By the Memorial it will be seen that the award is confined to one claim only. There are other claims against the Dominion Government.

These have not been touched at all. There are claims for amounts due on account of extra expenditures on railways, of which we received no benefit. One great claim that will have to be settled in the near future is that of the Fishery Award. Other Provinces will move in the matter, and we will all move together. Then our claim shall be recognized."

The House was at once asked to accept this settlement, and the Premier presented a measure declaring it to be ratified and confirmed "in full satisfaction of all claims which the Province now has against the Dominion of Canada by reason of the non-fulfilment by the Dominion of Canada of the said terms of Confederation relating to the maintenance of such efficient steam communication." The debate, which followed on May 10th, turned upon what the Conservatives at Charlottetown had tried to do, and failed in doing because they asked too much; what the Conservatives at Ottawa had not done or refused to do for the Province, and what the Liberals had now asked and obtained. The Opposition contended that the grant should not be accepted in full of this particular claim, but their amendment was lost on a party vote. The Bill passed shortly afterwards. Referring to the settlement and the point of possibly renewed claims upon the Dominion in future, the *Examiner*, of May 8th, said:—"We are glad to note that the Bill to ratify the bargain sets forth that the $30,000 a year is in settlement only of the claim that the Province has now against Canada by reason of the non-fulfilment by the Dominion of the terms of union in respect to continuous communication. It is to be hoped that the Dominion will take the same view of the settlement." The *Guardian*, of May 6th, declared of the concession that "if it is strictly limited to the claim on account of steam communication, it may be regarded as fairly satisfactory. But it must not be forgotten that the Island has large and important claims on other grounds than that." A prolonged debate upon this matter and the alleged dangers of opening up the subject of Dominion subsidies to the Provinces took place at Ottawa, on May 8th, when the Minister of Finance presented his proposal for this grant to Prince Edward Island.

Prohibition in Prince Edward Island

The Island Legislature, in 1900, passed a Prohibition measure based largely upon the Manitoba Bill, and to come into force on June 5, 1901. The principal clause enacted that "from and after the coming into force of this Act no person shall by himself, his clerk, servant or agent, directly or indirectly, on any pretence, or upon any device, sell, barter, or in consideration of the purchase of any other property, give to any person any intoxicating liquor." The exceptions included the sale of quantities exceeding five gallons to physicians, chemists, or druggists; sales for sacramental, medicinal and mechanical purposes; sales by physicians, chemists or druggists, of medicines containing spirituous liquor not intended to be used as a beverage. The penalizing clause provided that any person convicted of violating the law was liable to a fine of $100 and costs, or two months imprisonment,

for the first offence; double this penalty for the second offence; and six months imprisonment for the third offence. The legislation was carried by the Farquharson Government and was apparently intended to finally settle a much vexed question—though in its operation the City of Charlottetown only was included because of the rest of the Island being already under the Canada Temperance Act. The *Patriot*, of May 30, 1901, dealt with the situation as follows: "The measure is a strong one and the penalties for its infringement sufficiently heavy to put an end to the traffic if properly enforced, and to enforce it the Government are determined at whatever cost. This law was passed in earnest, and in earnest its provisions will be carried out." The question of the legality of this legislation was raised during and after its passage. The Premier and the Hon. Benjamin Rogers went to Ottawa, and stated upon their return that the Minister of Justice had reassured them upon this point. In the Senate, on March 20, 1901, the Hon. Mr. Mills referred to this matter in answer to a question. "He had had an unofficial conversation with two of the Provincial Ministers, when he reviewed the decision of the Judicial Committee of the Privy Council on Provincial Prohibition, and had said he thought the Island Act was well within it. He had given no official opinion." Various meetings were held on the Island, and this subject, as well as the better enforcement of the Scott Act (Canada Temperance Act), were generally discussed in the press.

At a Citizens' meeting in Charlottetown, on February 15th, Mayor Campbell declared the Scott Act to be unworkable, and denied having been elected upon a Temperance ticket. On March 15th the annual meeting of the Provincial Branch of the Dominion Alliance was held in the same city, with Mr. John Anderson in the chair. The President's address stated that the Prohibition measure of the past year had been prepared by a Committee of the Alliance at the request of the Government. "It was then taken and revised by the Government, and I regret to say very much weakened in its essential provisions, and then passed without any alteration or amendment being permitted by the Legislature." He declared the Bill to be "inadequate and defective," and of very little use in stopping or lessening the sale of liquors. Various Resolutions were then passed as to the working of the Scott Act. In this latter connection a delegation waited upon the Provincial Government, on March 26th, and urged the better enforcement of the Act. The Premier, in his reply, stated that the public prosecutors would be instructed to carry out the Act according to its spirit and intention. At a meeting of the Woman's Christian Temperance Union, on June 20th, strong approval was expressed of the new Prohibition law. The Government was generally understood to have some definite expression of opinion from the Hon. David Mills, K.C., Dominion Minister of Justice, regarding the constitutionality of their measure, and, early in April, a letter from Senator Mills was made public, dated April 7, 1898, and assuring the Hon. Mr. Farquharson that: "There is nothing to prevent any Province

prohibiting the sale of intoxicants for consumption as a beverage within the limits of the Province, if so inclined."

It was finally decided to carry the Prohibition Act into effect despite the judgment of the Supreme Court of Manitoba regarding the unconstitutionality of the law in that Province. Prior to doing so, however, the Premier introduced, on April 17th, and carried through the Legislature, an amendment which provided that while the Act should prohibit transactions in liquor within the Province, "it shall not affect, and is not intended to affect, *bona fide* transactions in liquor between a person in the Province of Prince Edward Island and a person in another Province, or in a foreign country." In speaking to this amendment, on April 24th, the Hon. Mr. Farquharson explained that it was intended to prevent interference with trade and commerce. He was very explicit as to the enforcement of the Act. "He considered the liquor men of Charlottetown had had their day. They had 12 months notice that a new order of things took place on June 5th. If they had placed a large quantity of liquors in stock it was their own loss." A few days after the law came into operation the City Council of Charlottetown protested vigorously against the enactment. They objected to the preceding Council not having been consulted, and to the fact that the citizens had not been asked to approve of the measure. They pointed out that grave doubts existed as to its constitutionality, and alleged that the city might be mulcted in heavy damages if its officers joined in enforcing the Act. In view of these conditions, and of the statement by the Premier that the Government would take full responsibility for its enforcement, as well as two-thirds of all the fines imposed, the following Resolution was passed without discussion and with only one dissentient: "That it would be against the interest of the citizens that the city, by its officers or servants, should in any way interfere in prosecutions brought under the said Act, so as to render the city liable for damages in respect thereof." The Police Committee was also authorized to instruct the police officers in their duties in this connection. Upon June 12th following the Methodist Church Conference of the Charlottetown District met and passed a Resolution congratulating the Government upon their policy in this respect. "The District pledges its hearty support in every effort to make the law as effective as possible, and very strongly expresses dissatisfaction with the City Council in its refusal to allow its officers to enforce the Act." Considerable controversy and some local friction followed.

The Policy of the Manitoba Liberals

On December 11th the first Liberal Convention during fifteen years in the history of the Province was opened at Winnipeg. Mr. D. W. Bole, Chairman of the Provincial Executive of the party, presided, and amongst those with him on the platform were the late Premier, the Hon. Thomas Greenway, M.P.P.; the Hon. Clifford Sifton, M.P., Dominion Minister of the Interior; Mr. W. F. McCreary, M.P., Dr. Rutherford, ex-M.P., and Mr. Valentine Winkler, M.P.P. A Resolution was carried unanimously expressing the Convention's "profound sense of

the great services given to Manitoba and the Liberal party by the Hon. Thomas Greenway during his twenty-two years of public life in the Provincial Legislature"; its confidence in him as Leader of the party; and its approval of his Government's record as one of "economy, careful legislation and just administration." In reply, Mr. Greenway said that he had imagined himself practically out of politics; that he was surprised at their wanting him to remain in the leadership, and that he thought himself too old; that he believed, however, in his late Government as "the best that had ever existed in a Canadian Province." He was unanimously re-elected Leader of the Opposition. The Convention was private, but at its close eight Resolutions were made public defining and announcing the party policy. In this platform, alarm was expressed at the "rapidly increasing Provincial expenditure" and greater economy demanded; confidence in the Laurier Administration at Ottawa was recorded and appreciation expressed of a tariff policy carried out along lines leading to revenue duties only; regret was stated at "the introduction into this Province by the present Provincial Administration of the spoils system"; the principle of manhood suffrage and one man, one vote, was re-endorsed and a protest registered against the alleged action of the Provincial Government in "discriminating against particular nationalities" in the matter of registration; condemnation was expressed of the Government's policy in "removing from municipalities the right to tax railway corporations"; and it was stated that the system of registration of voters recently adopted by the Legislature was "cumbersome, defective and expensive." Some minor points were referred to, but these were the main items of the policy as announced.

The Prohibition Question in Manitoba

The discussion over the general question of Prohibition during the year was considerable in this Province and, in the end, became widespread throughout the Dominion as a result of the decision of the Judical Committee of the Imperial Privy Council upon the constitutionality of Manitoba's law. That measure, passed by Mr. Hugh John Macdonald's Government early in 1900, was brought by the Roblin Government before the Provincial Supreme Court for decision as to the power and right of the Province to prohibit the sale of liquor. It was to come into operation on June 1, 1901. On February 20, 1901, the Dominion Alliance of Manitoba met in Winnipeg and Mr. E. L. Taylor, the President, delivered a long address reviewing the history of the movement in the Province and expressing confidence in the general terms and character of the Prohibitory Act. The Royal Templars of Temperance met on the same day and also heartily and unanimously endorsed it. In the meantime the constitutionality of the measure was being considered by the Supreme Court of Manitoba under the terms of certain technical questions submitted by the Government. The judgment of the Court was rendered by Chief Justice Killam, on February 24th, as an unanimous opinion in which he was joined by his colleagues the Hon. J. Dubuc, the Hon. A. E. Richards and the

Hon. J. D. Bain. In his statement of the matter the Chief Justice declared that "the Legislature has exceeded its powers in exacting the Liquor Act as a whole"; that the various items of that measure as specified in the Case submitted were consequently without the jurisdiction of the Legislature; and that the Hudson's Bay Company were, therefore, not subject to the terms of the Act for the same reason that the public were relieved from them. The Counsel for the Government, who contended before the Court for the constitutionality of the law, were the Hon. C. H. Campbell, K.C., Attorney-General, Mr. J. A. M. Aikins, K.C., Mr. W. R. Mulock, K.C., and Mr. E. L. Taylor. The License Holders of the Province were represented by Mr. F. H. Phippen, and the Hudson's Bay Company by Mr. H. M. Howell, K.C.

On March 28th, following, the Attorney-General proposed in the Legislature an amendment to the Liquor Act by which the new law, instead of coming into force on June 1st as enacted, should come into operation only upon the proclamation of the Lieut.-Governor-in-Council. The Government would thus be able to appeal to the Judical Committee of the Imperial Privy Council from the judgment of the Manitoba Court. It was at once passed through the necessary readings without opposition. The Supreme Court of the Province was then asked for leave to appeal the case to the Judical Committee but on May 6th Chief Justice Killam refused to grant the request and his judgment was concurred in by Justices Bain and Richards. By its permission, however, the case was argued before the Privy Council Committee in London, on July 10th, with a Court composed of Lord Hobhouse, Lord Macnaghten, Lord Robertson and Lord Lindley. The Counsel for the appellants were Mr. R. B. Haldane, K.C., Mr. R. Lane, jr., and the Hon. C. H. Campbell, K.C., and for the respondents the Hon. Edward Blake, K.C., M.P., and Mr. F. H. Phippen. Mr. E. L. Newcombe watched the case for the Dominion Government. The appellants, or the Manitoba Government, urged that the appeal should be allowed and the Manitoba judgment reversed on the ground that the matters dealt with in the Liquor Act come within the Provincial powers as expressed in the British North America Act and that the Liquor Act did not compete with any existing Federal legislation or in any way encroach upon Federal authority. The respondents, or License Holders' Association, asked that the Manitoba Court's judgment be affirmed because the prohibitions, preventions and restrictions of the Liquor Act were in excess of the powers of the Provincial Legislature and in conflict with the powers and legislation of the Federal Parliament; because the Prohibition or restriction of the import of goods produced in other Provinces was in direct contravention of the British North America Act; because the Liquor Act unlawfully interfered with the system of trade and taxation which rested in the hands of the Federal authorities; because it contravened the Dominion Inland Revenue Law. Judgment was reserved after Messrs. Haldane, Campbell and Phippen had also addressed the Court.

On November 22nd it was announced that the Judicial Committee of the Privy Council had advised the King to discharge the judgment of the Court of King's Bench of Manitoba under which the Manitoba Act was declared to be unconstitutional and void. Lord Macnaghten delivered the opinion and stated that although eleven questions had been submitted to the Manitoba Court, the Law Lords had only considered one—that of the power of the Manitoba Legislature to pass the Act. To this the answer was in the affirmative, and the Committee believed that it would practically answer all the other questions referred to them in this connection. This decision created wide discussion. The Hon. Mr. Macdonald, the father of the measure, was at once interviewed by the Winnipeg *Telegram*, and spoke frankly on the subject. "It was the judgment I had expected; in fact, I believed when the Act was introduced that this would be the result and that, although it went very near to dangerous points, it was always within the competence of the Legislature of the Province." Others were interviewed, and it was pointed out that all would be uncertainty until the Government had declared their intention of either proclaiming and enforcing the Act or of asking the next Session of the Legislature to repeal it. The Hon. Mr. Roblin was in Toronto on November 30th, and, to the *Mail and Empire*, said that the Government were not at all surprised at the decision. It was what the Attorney-General had told them would probably result upon his return from London. The Act could, he explained, only go into force by proclamation, and they had not yet had time to deal with the subject.* Speaking to the Montreal *Gazette*, on December 2nd, Senator Watson, of Manitoba, stated that there was no doubt as to public sentiment in the Province being favourable to Prohibition. "The people of Manitoba voted for it and, as the Privy Council says the Act is constitutional, I do not see why it should not be enforced." At the same time he pointed out that many people who had voted for the law would not help to enforce it, and some would be the first to violate its provisions.

Temperance Questions in other Provinces

In Nova Scotia, on March 5th, a proposal was presented to the City Council of Halifax, outlining new legislation along the lines of high license and greater freedom of sale within certain defined limits. The matter elicited a keen discussion of existing conditions in the Capital and elsewhere in the Province. After passing the Council the proposals were rejected by the Temperance Committee of the Legislative Assembly. On May 7th the Maritime Prohibition Convention met at Truro, N.S., with a small attendance. The Rev. Dr. Joseph McLeod was elected President. The Scott Act was discussed, and it was decided to prepare a Memorial to the Government asking that provision be made for the searching of suspicious premises at night, and hard labour for convicted liquor dealers. The President denounced the Gothenburg system vigorously, and declared it "the most iniquitous

* A Provincial Referendum was held in March, 1902, and the Act was voted down by a substantial majority.

form of licensing." It was "debauching and illusive," and he pictured a Government control of the traffic in which debased dealers would hold political positions. Resolutions were passed embodying these views and recommending Prohibition. During the subsequent bye-election for the Dominion House, in York County, N.B., the Rev. Dr. McLeod was the Conservative candidate, and received a letter from Mr. F. S. Spence, of Toronto, a strong Liberal—published in the St. John *Sun*, of December 9th—expressing pleasure at his candidacy and hopes for his success. He was, however, defeated.

On June 21st, the County of Richmond in Quebec—the last place in Canada where the old Dunkin Act had been retained in operation—voted for its repeal by 891 to 387. A vigorous contest had been waged for months with Messrs. W. H. Lumbly and J. A. Nicholls speaking for the Act and Mr. E. King Dodds, of Toronto, against it. Mr. W. E. Jones, of the Richmond *Guardian*, and himself a Prohibitionist, attributed the defeat to the general ineffectiveness of the law, while Mr. Nicholls thought it was due largely to the local growth of a French vote. At a meeting of the City Council of Moncton, in New Brunswick, on May 20th, a letter was read from the local W.C.T.U. protesting against the open violation of the Scott Act. A discussion followed during which Mayor Atkinson stated that "it is quite apparent that the consumption of liquor in the city is on the increase and that drinking is very prevalent and more especially amongst youths." He gave a number of illustrations of the condition of affairs. "It is a fact that many bar-rooms in the city are practically wide open night and day the whole week and no attempt is made to stop this state of affairs." The trouble seemed to be that after convictions under the Act no commitments were made and the punishment was, therefore, nominal. On October 8th, the Free Baptist Conference meeting, at Marysville in the same Province, passed strong Resolutions in favour of the enactment of a Dominion Prohibitory law and the enlargement and improvement of the Scott Act.

In the North-West Territorial Legislature, on June 12th, Dr. Elliot moved, seconded by Mr. A. S. Smith, a Resolution declaring that the existing restrictions upon intemperance were insufficient; that the enactment and enforcement of total Prohibition of the liquor traffic was the only effective way of dealing with the evil; that public sentiment in the Territories, as evidenced by the recent Dominion Plebiscite on Prohibition, was apparently in favour of such a policy; that the electors should have an opportunity of expressing themselves upon the subject and that at the next Territorial election the question should be submitted to them; that should such a Plebiscite show three-fifths of those voting to be in its favour an Act should be passed putting the principle in force within two years from the date of the said Plebiscite. Mr. A. B. Gillies opposed the motion and did not think it possible to enforce such a law. Dr. Patrick was in favour of state monoply and control of the liquor traffic. Mr. R. S. Lake tended in the same direction. Mr. A. S.

de Rosenroll moved as an amendment to the Resolution that: "In the opinion of this Assembly the interests of Temperance would be promoted by a system of state monoply of the liquor traffic. Therefore, be it resolved that the Government make inquiries into the working of this system in other countries where it has been adopted, with the object of the introduction of such a system into the Territories." Mr. Haultain, the Premier, approved of this amendment and declared that he had never believed in the practical application of Prohibition. Certainly the Territories had not arrived at a stage when it could be effectively enforced. Mr. R. B. Bennett opposed the amendment though there was also much in the Resolution with which he could not agree. "He had little confidence in attempts to make people temperate by legislation." A Prohibition law in the present state of public opinion would be laughed at and be worse than useless. Education, with Temperance instruction in the schools, was the best way of dealing with the evil. "He could not commit himself to Government control of groggeries; it would mean that every place where liquor was sold by the Government would practically be a political institution which could be used by the Government for selfish purposes." Mr. A. E. Cross defended the hotel-keepers as a much abused and misjudged class of men earning their living under the law. If the system proposed in the amendment could be worked out satisfactorily in details he would favour it; but he feared that no Government would have the knowledge or experience necessary to take charge of such an important industry. The amendment was then carried by 16 to 9 votes.

When the announcement came from London of the constitutionality of the Manitoba Prohibitory Act it created discussion in the other Provinces as well as in Manitoba and Ontario. The Vancouver *News-Advertiser* recognized that the issue was now a Provincial one everywhere and, while expressing the opinion that public sentiment was not strong enough in British Columbia to support Prohibition, it deplored the fact that a new and acrid controversy would be introduced into the politics of Canada. "While strongly in favour of anything calculated to promote the cause of Temperance we do not believe that Prohibitive legislation is likely to have that result." The Vancouver *World* demanded that the Provincial Premier should give an explicit opinion upon the question as it affected British Columbia; while the Vernon *News*, of December 5th, took the ground that although the Temperance people on the Coast were both energetic and aggressive there was not anything approaching a majority of the electors in favour of Prohibition. The Vancouver *Province*, of November 25th, described the decision as "acting like a trumpet blast on the Temperance forces throughout the Dominion" and expressed the opinion that in Ontario the Liberals and the Prohibitionists were "natural allies," and were likely to fight together in the ensuing campaign, with a strongly entrenched liquor interest against them both. The Halifax *Mail*, of November 27th, thought the Dominion Government would be greatly pleased over this decision and the

Provincial Governments equally displeased. The latter had been in a hurry to promise Prohibition when it seemed likely that they had not the power to enact it, and now they would have to face the issue. "The Government of Nova Scotia was very ready to take a Plebiscite when it was supposed that the Provinces had no power to prohibit. Now that the law has been decided otherwise our Provincial Government has been charged with new responsibility." The *Presbyterian Witness*, of Halifax, urged the Government of Nova Scotia to carry out "the well-understood wishes of the people" and utilize "this splendid and unprecedented opportunity." The Halifax *Chronicle* took the ground that its Province did not want and was not ready for Prohibition, and a majority of the papers on both sides of politics took the same view.

In Montreal, on December 4th, Mr. Lawrence A. Wilson, President of the Dominion Licensed Victuallers' Association, addressed that organization and denounced the whole movement of which the Manitoba measure was an embodiment. He contended that the recent decision did not touch the question of a Province's right to annul Federal licenses, or that of abrogating the privileges granted the Hudson's Bay Company by Royal charter. "When these points have been cleared up there will remain a most important question to decide, and that is whether a liberty-loving people will allow their representatives to use the powers that they have trusted them with to suppress free will, to destroy individual liberty, to decree that the imprescriptible right to drink and eat what one pleases shall become an illegal one." The judgments of the Judicial Committee on Temperance and license questions were "a most magnificent collection of hieroglyphics." The present decision would, however, put an end to equivocations and prevent Governments and politicians from blowing hot and cold upon the question any longer. If Referendums were given in Manitoba and Ontario, as the newspapers suggested, the Association of which he was the head would remain neutral. "If the majority of the electors incribed on the electoral lists vote in favour of Prohibition, we will submit to the decision without a murmur and we will not even ask for compensation; but so long as Prohibition is claimed by a turbulent minority we will oppose it with all our strength."

The Provincial Autonomy Question in the Territories

The problem of constituting the Territories, with their great area and small population of 98,967 in 1891 and 220,000 in 1901, into a Province, was largely a financial one in its inception and came in for much practical discussion and some preliminary arrangement during this year. Dr. T. A. Patrick, M.L.A., in 1898, and Mr. F. W. G. Haultain in 1900, had expressed themselves very strongly in favour of some kind of action to relieve the Territories of their disabilities and financial difficulties. The proposals made in 1901 were various and included the annexation of a portion of the eastern section of the Territories to Manitoba; the establishment of Saskatchewan and part of Alberta into one Province; the

centralization of all the Districts in one great Province; their division into two Provinces. In whatever arrangement was made with the Dominion Government, Manitoba—as the Winnipeg *Telegram* pointed out on October 10, 1901—would expect to be considered. "If the new Province receives more favourable financial treatment than Manitoba has received, the Federal Government will be expected to revise the terms accorded to Manitoba." Meanwhile, on January 30th, Mr. Haultain had written the Hon. Clifford Sifton, Minister of the Interior, pressing the matter upon the attention of the Dominion Government. He pointed to a rapidly growing population—larger than that of British Columbia ten years before or that of Prince Edward Island to-day—and declared the people to be thoroughly trained in self-government and ready for complete and free institutions. "The Territories have arrived at a point where, by reason of their population and material development, the larger powers and larger income of a Province have become necessary." Mr. Sifton, in his reply on March 21st, stated that there was much in the suggestions made and that the question of organizing the territories upon a Provincial basis "ought to be the subject of full consideration." He favoured a conference between representatives of the two Governments concerned. During his Budget speech of June 6th following, Mr. A. L. Sifton went into the financial aspect of the question at some length. He thought the matter would probably be approached by the Dominion Government along the lines of the establishment of Manitoba, which, though only a fourth of the size of the Territories, received by statute $483,000 annually.

Speaking to the Montreal *Gazette* on August 28th, Mr. Fred Villeneuve, M.L.A., referred to the probable features of the new Province, or Provinces. The six Saskatchewan members and the Edmonton Board of Trade favoured two Provinces: one to the north and one to the south—under different latitudes and with a distinct political and geographical character. One of these divisions, he said, might comprise the country requiring irrigation and traversed by the Canadian Pacific; the other would be a ranching region soon to be crossed by the Canadian Northern. Many of the papers wanted one large Province with Calgary as the capital and Mr. J. H. Ross, when a member of the Government, had expressed himself strongly against any division. As to the public lands, opinion was expressed with Western energy, and the Calgary *Herald* of March 27th declared that: "It is the opinion of many eminent jurists that if we are granted Provincial status the land of the Province, or Provinces, is our inalienable heritage and, if an attempt should be made to deprive us of it, the Government and people of the Territories should combat the matter to the last ditch." In the autumn Messrs. Haultain and Sifton visited Ottawa and, on November 1st were in Toronto where they were interviewed by the *Mail and Empire*. The Territorial Premier stated that they had been at the capital for the purpose of pressing this question of autonomy upon the consideration of the Dominion Government. Their means of taxation

were, he declared, exceedingly small; the chief source of revenue was the insufficient Ottawa grant; the incoming stream of immigrants meant the necessity for more schools, bridges, roads, etc. Their population was greater than that of British Columbia or Prince Edward Island when they entered the Dominion as Provinces. He hoped that the present organized Territories would be made into one good-sized Province which would, even then, be smaller than Ontario, Quebec, or British Columbia. Mr. T. O. Davis, M.P., for Saskatchewan, was interviewed on the same day in Toronto, and declared himself in favour of dividing the region into two Provinces divided by a line running east and west, along the present southern boundary of Saskatchewan to the British Columbia boundary, with Regina and Battleford as the respective capitals. He thought no part of the Territories would consent to join Manitoba. His proposed Provinces would dispose of the question of administering the unorganized northern Territories which Mr. Haultain was willing to leave to the future.

Relations of the North-West Territories to Manitoba

For a time the question of admitting a portion of Eastern Assiniboia, Saskatchewan and the District of Keewatin into the Province of Manitoba attracted more attention than the actual problem of Territorial autonomy out of which the discussion arose. The Winnipeg *Free Press* strongly advocated some such policy and the *Telegram* supported it, though not with quite the same vigour. Upon this point Mr. Haultain expressed himself on March 1st to the Calgary *Albertan*. "You may say that personally I incline to the opinion that the events of the last year and a half in Manitoba will make the addition of any part of the Territories to Manitoba improbable." Speaking to the Macleod *Gazette* a little later he expressed the same view and referred to the recently assumed railway liabilities of Manitoba as his chief reason in the premises. Mr. J. H. Ross, in addressing a meeting at Moose Jaw on March 16th, before his departure for the Yukon, expressed similar opinions. "The North-West is in a position to profit by the experiences and mistakes of other Provinces, particularly Manitoba, which is now in such financial difficulty that it is practically impossible for the Federal authorities to ask a portion of the Territories to consent to annexation." On March 28th the subject came up for discussion in the Legislature of Manitoba on motion of Mr. T. A. Burrows. In the course of his speech he referred to the small size of Manitoba and the great area of Ontario, Quebec and British Columbia. He claimed that the boundaries defined in 1871 were provisional and tentative, and reviewed the litigation by which Manitoba had lost to Ontario some 100,000 square miles of territory. It would now be only fair for the Dominion to help the Province by giving it a portion of the Territories. To the north was the great District of Keewatin with important resources and 450,000 square miles of territory and between it and the Hudson's Bay, which they were so anxious to reach by rail, was a wedge of the District of Saskatchewan. A

re-arrangement could be made so as to extend Manitoba in these directions. He concluded by moving a Resolution which was endorsed by the Hon. Mr. Greenway and carried unanimously. Without the long preamble it was as follows:—

That a Memorial be presented to the Parliament of Canada praying that the boundaries of the Province of Manitoba be extended so as to include as much of the said adjacent territory, for the reasons aforesaid, as may be consistent with economical and efficient government, and for the welfare and development of the people and territory therein comprised, having in view as one of the objects to be attained, the extension of the boundaries of Manitoba northwards to Hudson's Bay.

In the House of Assembly at Regina, on May 20th, Mr. D. H. McDonald, Leader of the Opposition, moved the following Resolution upon this subject without remark or comment: "That in the opinion of this House no terms should be accepted for the erection of the Territories into a Province or Provinces entailing the annexation of any portion thereof to the Province of Manitoba." The Premier followed and criticised the mover for having nothing to say. He pointed out that the Assembly had no power to accept or reject terms in regard to the boundaries of Manitoba. They could only discuss financial arrangements under the existing constitutional status, and even then they could only propose and recommend. He, therefore, moved in amendment, seconded by Mr. Bulyea, that "this House is strongly opposed to any further expansion of the Province of Manitoba westward and is of the opinion that any such expansion would be opposed to the wishes, and detrimental to the interests, not only of any portion of the Territories affected thereby, but of the Territories as a whole." This was carried by 23 to 7 votes.

Meanwhile, the subject was being discussed in Eastern Assiniboia as one of direct interest, and a Provincial Autonomy Committee was formed with Mr. Peter Ferguson, of Kenlis, as Chairman, and Mr. W. R. Motherwell, of Abernethy, as Secretary. On July 3rd, the latter wrote the Premier of Manitoba for an expression of his views as to the alleged heavy liabilities and financial difficulties of that Province and as to its Railway policy in the event of extension westwards. Mr. Roblin replied that Manitoba had no desire for expansion except with the entire sympathy of the people concerned. Should that wish be manifested, however, every means would be taken to extend Manitoban privileges, as well as institutions. "If extension of railways are required they would be provided immediately." As to taxes, they lay in the hands of the municipalities. Railway and other corporations were the only interests taxed directly by the Government. He thought the members of the Regina Assembly were thinking of themselves and their own interests rather than of the farmers bordering on Manitoba. In reply to this, Mr. Motherwell asked if municipal institutions were compulsory in Manitoba, and was informed, under date of July 13th, that the Municipal Act was only applied to unorganized districts on the request of the inhabitants.

Mr. Nicholas Flood Davin, K.C., dealt with this correspondence in the Regina *West*, of August 7th, and opposed any kind of annexation

because the Territories had no debt and Manitoba a considerable one; because the railway obligations of the Province were undoubtedly heavy, whatever the benefit of its railways might be; because the Territories should start with a clean slate unmarked by the policies and follies of other Governments. He thought a better arrangement could be made with Ottawa than Manitoba had been originally able to make. On August 26th, Mr. Haultain wrote to Mr. Motherwell, in reply to a letter of inquiry received from him in connection with his correspondence with Mr. Roblin. "I regard the transportation question as the most important public question of the day and as the question of all others for the consideration of the Federal Government and of any future Provincial Government in the West. Believing this, I should consider it the duty of any Provincial Government and Legislature to supply adequate transportation facilities so far as their powers and resources might permit." In the Regina *West* of two days later, Mr. R. S. Lake, M.L.A., stated that during his recent contest in the Grenfell district the question had been considerably discussed, and had left no doubt in his mind as to the people's opposition to any Manitoba annexation. Mr. Davin, in an interview with the Winnipeg *Telegram*, on October 11th, was equally explicit. "The people of the Territories, from one end to the other, are absolutely opposed to any such delimitation of the boundaries."

On December 18th, an important meeting was held at Indian Head, N.W.T., for the purpose of hearing Mr. R. P. Roblin, Premier of Manitoba, present reasons for the incorporation of a portion of the Territories with Manitoba, and Mr. F. W. G. Haultain, Premier of the Territories, in opposition to the proposal. Mr. Roblin was the first speaker and dealt at length with the general condition of Manitoba, its finances, municipal institutions, taxes, school lands and laws, railways and railway policy. He stated the surplus of direct Provincial assets over direct liabilities to be $21,932,628, and explained the position of the Province toward the Canadian Northern Railway, and its assumed obligations in that connection, so as to give the impression that there was no chance of Manitoba or any incorporated territory ever suffering from the liability for their guarantee of $11,000,000 of railway indebtedness. Moreover, he declared that these and other liabilities had been incurred for giving railway facilities which were as much required, and would be as much used in the future, by the people of the Territories as by those of Manitoba. They would also be proportionately extended.

Mr. Haultain spoke at length, and his position may be summed up in the following extract: "I am impressed with the fact that with the rising fortune of this country, with our population increasing, our resources undeveloped, our credit unimpaired and untouched, we shall be able with our own Provincial institutions to do as well, to do as quickly, and to do as cheaply, whatever has been promised will be done by the Province of Manitoba." He then outlined his proposals to the Dominion authorities. They included a per capita allowance of 80 cents, not limited to 400,000 of a population, as in Manitoba,

but without restriction; the usual Provincial grant and debt allowance; the full control of Territorial lands; a refund on account of all grants made in this connection by the Dominion to the Canadian Pacific Railway or other railways; the extinction of exemptions from taxation previously granted to the Canadian Pacific Railway by the Dominion Parliament; and larger Parliamentary representation. He concluded by declaring that "what we have we'll hold," and by asking the audience if they were staggered at the idea of being part of a Province "exceeding all others in area, in population and in resources."

Principal Debates in the Dominion Parliament

The most important of the subjects and discussions in the House of Commons and Senate during the Session of 1901 may be given here for purposes of reference. They will be found by consulting the bulky pages of *Hansard* on the dates mentioned:—

THE SENATE.

Alaskan Boundary Question, April 16th.
Alien Labour Act, May 20th.
Bell Telephone Company, May 9th, May 14th.
Mr. H. H. Cook, Case of, March 12th, March 13th.
Immigration Matters, March 26th, March 27th.
Judicial Appointments, March 14th.
Labour Unions, April 11th.
Mint and Assay Offices, April 30th.
Pacific Cable Construction, May 21st.
Senate Appointments, March 11th.
Transportation Matters, February 11th.

HOUSE OF COMMONS.

Alaskan Boundary Question, February 11th, May 6th.
Alien Labour Law, February 28th, April 2nd, April 25th, May 8th.
Anticosti Island and Mr. Menier, March 13th.
Bell Telephone Company, May 17th.
Board of Railway Commissioners, March 4th.
C. P. R. and the North-West, April 24th, May 6th.
C. P. R. Land Tax Exemption, February 25th, March 7th, April 2nd.
Divorce Court, Proposed establishment of, March 13th.
Federal Grants to Provinces, May 8th, May 22nd.
Immigration Matters, April 11th, April April 12th, May 9th.
Judical Appointments, April 11th, April 29th, May 8th, May 20th.
Labour Department, New, April 25th.
Manitoba Railway Question, May 3rd, May 6th, May 8th, May 10th, May 13th, May 18th.
Medical Council, Proposed, March 13th.
Militia, Condition of, March 11th, April 14th, April 19th, May 2nd.
Mint and Assay Offices, March 14th, May 17th.
Montreal Harbour Improvements, May 14th.
Nipissing Election Case, April 24th.
North-West Town Sites, March 4th.
Pacific Cable Construction, March 5th.
Prince Edward Island Grant, May 8th.
Railway Passes for Members, February 27th.
Railways, Government Control of, February 11th, February 19th, March 6th, April 18th.
South African War, March 12th.
Subsidies to Railways, May 18th.
Territories and their Position, March 25th.
Transportation Matters, February 22nd, March 4th, March 6th, March 8th, March 25th, April 10th, April 17th, April 18th.
Usury and Money Lenders, February 28th.
Valleyfield Labour Strike, April 3rd, April 25th, May 7th.
West Durham Election Case, April 29th.

Section XIII—THE CANADIAN MILITIA

The Active Strength of the Militia

In reply to an inquiry made in the House of Commons, on April 3rd, the Minister of Militia and Defence stated to Mr. Clarke Wallace that there were 43 battalions of active Militia in Ontario, 30 in Quebec, 9 in Nova Scotia, 6 in New Brunswick, 2 in Manitoba, 3 in British Columbia and 2 in Prince Edward Island. Of these troops 2,298 were Cavalry, 3,843 Artillery, 328 Engineers and 29,476 Infantry. There were 140 men belonging to Army Service Corps, 344 to the Bearer Companies and 192 to Field Hospitals. Sixty-nine Corps were armed with the Lee-Enfield rifles and carbines and the remainder with Snider rifles. In camps all troops used the former. There were, at the time of speaking, 6,164,828 rounds of ammunition at the headquarters of battalions in Ontario; 4,443,826 in Quebec; 232,850 in Nova Scotia; 318,517 in New Brunswick; 195,540 in Prince Edward Island; 181,615 in Manitoba; 479,833 in British Columbia. There were 90 field-guns attached to the various Cavalry battalions. There was only one arsenal—that at Quebec.

Parliament and the Condition of the Militia

Lieut.-Col. A. T. Thompson spoke at length upon this subject in the House of Commons on April 19th. He claimed to know something of the Militia, to have spent 14 years in the service, and to have been connected with both a city and a rural corps. He pointed out that the reserve force of the Militia comprised a fair portion of the population of the country and that in times of actual trouble the increase in the active Militia would come from amongst the very men who now think more of the price of binder twine than the defence of their country. Every one should be interested in the subject. He objected strongly to the inadequate pay given the rank and file during the summer camps. Inadequate physique was one result. Practical refusal to return to camp and fill the three years' engagement was another. He thought that each soldier should receive for his first year 50 cents a day, for his second year 65 cents and for his third and subsequent years 75 cents a day. The Regimental chaplain, who did much good work in camp, should be paid like other officers, and it was very curious that he should ever have been omitted. Increased comforts for the men were necessary and mess tents, especially, should be provided. He did not believe in central armouries but preferred the old system of a small armoury at the headquarters of each company. The present system of storing the arms during the year prevented the men from becoming really familiar with them and tended to decrease local and proper pride in the service. The establishment of rifle clubs would do away in some degree with this objection but only in part. The country Militia should have ready access to its arms.

The speaker had been greatly impressed by the lessons of the

Boer War in connection with mounted infantry. "We have in Canada the greatest opportunity for mounted infantry that any country in the world possesses." A sparse population, vast areas, splendid horses and plenty of farmers' sons were the prominent factors. Yet not a single squadron existed. "I believe that a company of mounted infantry should be attached to every infantry regiment in Canada; every rural corps at least." Picked men only should be admitted and the consequent emulation would do good all round. The establishment of a transport corps should be undertaken and he considered the formation of the Army Medical Staff a wise measure. Rifle shooting must be encouraged and this could be done very effectively for an increased expenditure of $40,000 upon ammunition. "I would like to see some of the money now squandered upon too luxurious city armouries devoted to the establishment of ranges throughout the country so that every man might learn to shoot." He did not believe in militarism or a large Permanent Force but he favoured one just large enough to supply good teachers for citizen soldiers. Before long, he thought, Canada should take up seriously the establishment of a second cartridge factory and also a factory for the manufacture of rifles. He approved strongly of the annual drill for the Militia and praised the work done by civilian surgeons in South Africa.

In the debate which followed in Committee, upon the Militia estimates, the Minister of Milita (Dr. Borden) gave particulars of the new Royal Canadian School of Musketry which was to be establised at Ottawa after the pattern of the Hythe School in England. The duties of the Chief Instructor would be not only local to the School but would include the inspection of regiments and rifle associations throughout the country. The assistants were to be drawn from the Permanent Force. The scheme included a certificate which all subalterns in the Militia must hold before promotion to a higher rank. Lieut.-Col. the Hon. David Tisdale, feared that this regulation would prove one more difficulty in the way of obtaining officers—already a serious situation. If the instruction could be localized so as to avoid the expense of going to Ottawa from all parts of the Dominion, in order to qualify, the trouble might be averted. The Minister recognized the force of this point and in reply intimated that it might be wise to limit the qualification to Commanding Officers and possibly to Majors and Adjutants. Mr. G. W. Fowler also dwelt upon this matter. Expense for qualification should be simplified and diminished instead of increased. "There is two much gold lace in connection with our Militia. There is too much expense so that persons in rural communities, farmers' sons who would make excellent officers, who are excellent fighters, who are men of good education, are not able from the financial point of view to go for three or four months to the Schools and undergo the expense of procuring the necessary uniform."

Mr. A. B. Ingram drew attention to the value of the Cadet Corps in the High and Public Schools and urged that something be done

in the way of rifles and ammunition. He also suggested that an officer in such a corps should be eligible, on joining the Militia, for the rank of Lieutenant. The Minister, in his reply, recognized the importance of future military spirit and strength. "We have, to some extent, been able to grant equipment in the past to some of the Cadet Corps; but last year we had to give formal notice that we could not do it in the future. If the whole Militia of Canada are to drill annually, unless we get a very much larger vote than we are getting now, we cannot possibly supply the equipment outside the Militia." Lieut.-Colonel Tisdale endorsed the suggestion for increased pay during the continued years of service. He believed, with Lieut.-Col. Prior, who had spoken upon the same subject, that a canteen in camps was beneficiary. Fifteen years' experience in camp had convinced him of this. It should, however, be limited to beer, soft drinks, cigars, etc. Dr. Sproule supported the idea of increased pay, and approved of a canteen if spiritous liquors could be excluded. Mr. Kaulbach urged the teaching of military drill in the schools. It would inspire military zeal in the pupils and make them good, loyal citizens. It would help in creating fine physique, easy carriage, good manners and develop the qualities of a sound soldier when the time came for camp drill and exercise.

This speech stirred up the Labour member for Winnipeg—Mr. Puttee. "Surely he does not ask us to take our little children from their games and train them in the arts of war! Our little children! That is surely a most outrageous proposition." Canadians were not, in his opinion, a military people, but a democratic people. Mr. Jabel Robinson, while he had no desire to create a jingo spirit, believed in Canadian boys being so trained that, when the time came, they could defend their country with success. "We must teach our boys to shoot, but first we must teach them discipline." He did not believe in camp canteens. They made drinking too easy. Mr. Gourlay, of Manitoba, spoke enthusiastically of the training of children in a military connection. "I have been delighted to see, in my own part of this Dominion, a splendid military spirit growing up amongst our people, an aggressive military spirit, a basis for high and dominant feeling." No country was any good without this sentiment. He did not believe in a canteen and hoped it would never be established in his Province. He was an Imperialist and teetotaller, and held the vigorous opinion that in fifty years "the centre of political power on this continent will have been transferred from Washington to Ottawa." The Minister of Militia, at this point in the discussion, dissented strongly from Mr. Puttee's views. "I would like to know what better way there is of encouraging a patriotic spirit than by teaching our young boys the importance of defending their country and that their country is worth defending." Defence, not aggression, should be the spirit of the teaching and drilling. He thought that one of the reasons why volunteers did not serve their full term of three years was that they had no feeling of responsibility in the matter and did not regard it as desertion of their colours, or the

breaking of a serious contract. He favoured the policy of paying an additional amount to two or three-year term soldiers. As to the canteen question, his own experience was that a camp was better without liquor.

Imperial Officers and the Canadian Forces

The year opened with Lieut.-General Lord William Seymour absent from the country owing to an alleged difference with Major-General Hutton as to jurisdiction over the Canadian Contingents when leaving for South Africa. He did not return to the Dominion during the year—Colonel Biscoe acting temporarily for him at Halifax, and no regular appointment being made. In November he was appointed Military Secretary to the Commander-in-Chief in England. Early in the year Colonel Hubert Foster, R.E., who had been Quartermaster-General since 1898, came in for some criticism from the press for alleged delay in paying off some of the returning South African troops. The *Canadian Military Gazette* of January 15th explained the matter in detail, deprecated the "unfair and unkind" treatment of Colonel Foster, and spoke highly of his character and career in Canada. Later on, when it was announced on March 25th that Colonel Foster had been recalled by the Imperial authorities to rejoin his Regiment, the same paper declared that during his time in Canada he had discharged his duties in "an efficient and conscientious manner." It was understood that a Canadian would succeed to the post, and the names of Lieut.-Colonel O. C. C. Pelletier and Colonel W. D. Otter, C.B., were mentioned on different occasions. Eventually Colonel W. H. Cotton was appointed.

The retirement of Colonel G. C. Kitson, C.M.G., from the position of Commandant of the Royal Military College, toward the end of 1900, had left another appointment vacant—a post to which an Imperial officer had hitherto been appointed, subject to the approval of the Dominion Government. There was some discussion as to the possible selection of a Canadian but, eventually, Colonel R. N. R. Reade received the appointment. He had served in Egypt and Afghanistan, on the Niger and in South Africa, and arrived at Kingston on March 21st to assume control of the College. At the close of his first term, on June 25th, he was able to announce that the 75 cadets who had commenced the season would be increased for the next term and would number 97. On November 9th, Vice-Admiral Sir Frederick Bedford, who had for some time commanded the British North Atlantic Squadron, with headquarters at Halifax, and had been recalled for service elsewhere, left that Port amid many expressions of regret. The question of whether it would be wise or not to maintain an Imperial officer in command of the Canadian Militia and the more general problem of promoting the efficiency of that force, were discussed from time to time in 1901, as they had been in previous years. Major-General R. H. O'Grady-Haly, C.B., D.S.O., who had succeeded Major-General Sir E. T. H. Hutton in July, 1900, proved to be a popular officer, and his original term of a year was extended by request of the Dominion Government. Speaking at

Ottawa on February 27, 1901, the Minister of Militia stated that a most important proposal made by Major-General O'Grady-Haly was about to be carried into effect in the establishment of a School of Musketry in Canada on the same basis of that of Hythe, England. Lieut.-Colonel White, on the same occasion—a meeting of the Dominion Rifle Association—moved an Address of welcome to the Major-General and declared that he had made himself very popular since his arrival in Canada. Early in March the first annual Report of Major-General O'Grady-Haly to the Minister of Militia was made public. The Permanent Corps, he declared, was in "a very creditable state of efficiency, alike as regards their drill, discipline and internal economy." The Special Regiment at Halifax was in a satisfactory condition. He strongly deprecated the short period allowed annually for drilling the rural corps of the Militia :—

> In the limited period of nine working days it is absolutely impracticable to do more than impart the rudiments of drill, for it must be borne in mind that at least 60 per cent. of the troops assembled are raw recruits, entirely ignorant of discipline and soldier-like habits, and consequently there is no time for giving even elementary instruction in "field-training," which forms the most important part of a soldier's duty, while even musketry practice has to be hurried through under the most unfavourable conditions.

The large percentage (25) of desertions from the Militia was referred to with regret. "To me it appears degrading to the moral sense of the people that annually a large number of intelligent and fairly well educated young men should enter into a three-years' contract with their country and deliberately break it with impunity." He recommended that some examples should be made and a few men tried and convicted under the Militia Act. Higher and graduated pay was also advised—50 cents per day for the first year of service, 60 cents for the second, and 75 cents per day for the third. He also suggested that additional inducements should be offered to men willing to stay in the service for another three years. Returning to the question of drill he declared that in the time allowed only the most perfunctory and rudimentary training was possible. The statutory period should be changed from 8 to 16 days to 8 to 24 days. Rural corps should have at least 21 days training. These latter deserved some special consideration because of the large sums expended upon luxurious drill-halls, etc., for urban corps. In them the Dominion had the making of "a magnificent force of hardy, willing and intelligent men." He had not, as yet, seen very much of the City Corps, and did not pronounce an opinion upon them generally. Those he had seen were well turned out, with well-kept arms and equipments, accurate parade movements and correct manual and firing exercises. The musketry instruction of all the Militia was, however, poor and "far below the standard required by the conditions of modern warfare." The rural corps should be given armouries and gun-sheds with a view to the issue of the Lee-Enfield rifle to them, and of the new field-guns to all the Militia.

Several times during the year the Major-General's retirement was

spoken of, or unofficially announced. Late in September something of this kind occurred, and the Hon. Dr. Borden, Minister of Militia, took occasion to say—according to the *Canadian Military Gazette* of October 1st—that not only was it probable that Major-General O'Grady-Haly would continue to command the Militia, but also that there was no truth in the rumours as to the appointment of a Canadian to the post. "My impression is that the General will probably remain, as the Government are well satisfied with his services. If General O'Grady-Haly leaves, I am perfectly certain that an Imperial officer will be appointed to succeed him. To say that the Government have decided to replace the present General Officer Commanding by a Canadian is wholly without foundation. It is not at all clear that the general sentiment of the country would favour such a step." The paper from which this is quoted endorsed the attitude of the Minister, and thought that the Major-General had proved a considerate and conciliating commander. The majority of the press seemed to take the view that the time had not come for any change in the Imperial command of the Militia. Some of the military writers in the papers favoured it—notably in the Ottawa *Citizen*—but editorially that paper objected, on October 4th, only to the alleged lack of consideration by the British War Office for the importance of the position. "What Canada wants, and what she can get by going the right way about it, is a young, energetic Imperial officer, with a good war training, supplemented by a thorough knowledge of the latest methods of training and handling troops." Sir Edward Hutton was instanced as a capital Commander of the Militia, and Colonel F. G. Stone of the Artillery. Some day Sir Percy Girouard might perhaps be able to fill the position, but at present the *Citizen* thought there was no other Canadian who quite filled the bill. The Toronto *World*, the Vancouver *Province*, and the Quebec *Telegraph*, were amongst the papers which favoured the immediate appointment of a Canadian.

Militia Changes, Retirements and Appointments

Various changes took place in the Militia of Canada during 1901—apart from those connected directly with the war in South Africa. The 5th Dragoons, of Cookshire, Quebec; the 17th Levis Regiment, of Quebec; the 81st Portneuf Regiment, of Quebec; the 88th Kamouraska Regiment, of Quebec; disappeared from the roll of the Militia. On May 1st the 4th Regiment, "Chasseurs Canadiens," was organized, with Lieut.-Col. J. A. Rousseau in command, and with Ste. Anne de la Parade as its headquarters. On June 1st the Canadian Mounted Rifles was organized at Winnipeg and elsewhere as a partly Permanent and partly Active Militia force. Lieut.-Col. T. D. B. Evans, C.B., A.D.C., was placed in command at Winnipeg, and Major G. A. Peters, at Toronto. The Manitoba Dragoons became part of the Mounted Rifles. The Canadian Army Service Corps was organized on December 1st, with Lieut.-Col. J. Lyons Biggar in command, and with companies at Quebec, Toronto, Kingston and Montreal. Various Rifle companies in British Columbia were organized into a force called the Rocky Mountain Rangers, and in Dawson, Yukon Territory, the

Dawson Rifle Company was formed, with Captain H. D. Hulme in command.

In the 38th Regiment, of Brantford, Major Henry Francis Leonard succeeded Major W. A. Weeks in command; in the 58th Regiment of Bury, Quebec, Major O. L. Pope succeeded Lieut.-Col. Samuel H. Botterill; in the 75th Regiment of Lunenburg, N.S., Major C. A. Andrews succeeded Major R. H. Griffiths; in the 93rd Regiment of Springhill, N.S., Lieut.-Col. William Letcher succeeded Lieut.-Col. William Oxley. On January 15th Lieut.-Col. Henry Norton Ruttan retired from the command of the 90th Regiment of Winnipeg, and was succeeded by Lieut.-Col. Hunt Walsh Alan Chambre. Colonel Ruttan had served 17 years with the Regiment. On March 30th Lieut.-Col. Joseph Martin Delamere retired from the command of the 2nd (Queen's Own Rifles) of Toronto, and was succeeded by Lieut.-Col. Henry Mill Pellatt. On May 1st, Lieut.-Col. L. A. Gagnier succeeded Major H. P. Boyer in command of the 64th Regiment of Beauharnois—Voltigeurs de Chateauguay.

On May 9th, Lieut.-Col. Lennox Irving succeeded Lieut.-Col. J. McKay in the command of the 42nd Regiment of Perth. In Montreal Lieut.-Col. Frederick Minden Cole, of the 2nd Regiment of Canadian Artillery, retired from his command on May 15th, and was succeeded by Lieut.-Col. Frederick W. Hibbard. On June 14th, in the same city, Lieut.-Col. George Whitfield Cameron, D.S.O., assumed command of the 5th Regiment (Royal Scots) in succession of Lieut.-Col. Edward B. Ibbotson. On August 20th, Lieut.-Col. John Earl Halliwell succeeded Lieut.-Col. William Nisbet Ponton in command of the 75th Regiment of Belleville. Several Honorary officers were appointed during the year. On June 15th, Lieut.Col. the Hon. J. M. Gibson, A.D.C., became Hon. Colonel of the 73rd Regiment of Hamilton, and Lieut.-Col. R. L. Nelles, after 35 years' service, became Hon. Lieut.-Colonel of the 37th Regiment, Haldimand Rifles. On August 1st the Hon. F. W. Borden, M.P., Minister of Militia, was appointed Hon. Colonel of the Canadian Army Medical Corps.

Section XIV—FINANCIAL INTERESTS

General Banking Statistics

In his Budget speech, on March 14, 1901, the Minister of Finance gave a number of figures illustrating the condition of banking in Canada. On October 31, 1870, the circulation of Dominion notes had been $7,450,334; in 1895 it was $22,893,259; in 1900 it had risen to $28,113,229. The circulation of small notes ($1 and $2) rose from $3,489,830, on October 31, 1875, to $7,312,917 in 1895, and to $10,236,116 in 1900. The total circulation of the notes of Canadian Chartered Banks, on October 31, 1870, was $18,642,895; in 1895, $34,671,028; in 1900, $53,198,771. In the Government and Post Office Savings Banks there was, on June 30, 1870, the sum of $3,337,072; in 1885, $32,979,076; in 1895, $44,450,498; in 1900, $53,149,722. Public deposits in the Chartered Banks, on June 30, 1870, amounted to $54,074,760; in 1885 to $95,030,429; in 1895 to $182,688,227; in 1900 to $277,256,716. The following table is compiled from the Government returns of the dates indicated, and gives the statistics for 1901:—

CANADIAN CHARTERED BANKS.*

Assets.	Jan. 31, 1901.	Dec. 31, 1901.
Specie	$11,707,841	$11,571,337
Dominion Notes	20,607,552	21,405,397
Deposits with Dominion Government to secure circulation	2,392,973	2,568,918
Notes and Cheques of other Banks	10,881,999	16,993,896
Loans to other Banks in Canada	1,644,137	737,473
Deposits with, and Balances due from other Banks in Canada	3,808,551	5,823,200
Balances due from Agencies and from other Banks, in United Kingdom or elsewhere	17,801,540	18,340,485
Dominion and Provincial Government Securities	11,228,740	9,768,701
Canadian, Municipal and British or Foreign Securities	11,661,863	14,528,036
Railway and other Bonds, Stocks and Debentures	27,127,047	31,994,130
Call and Short Loans on Stocks and Bonds in Canada	33,250,433	37,651,941
Call and Short Loans elsewhere than in Canada	28,837,535	45,263,961
Current Loans in Canada	274,098,345	289,158,657
Current Loans in other countries	20,034,576	32,160,566
Loans to Provincial Governments	2,497,308	3,793,626
Overdue Debts	1,871,167	2,105,705
Value of Bank premises	6,420,604	6,753,172
Other Real Estate	1,038,524	886,497
Miscellaneous Assets	6,710,284	10,571,902
Total Assets	$493,621,019	$562,077,600

* There are slight discrepancies between the total additions of these columns and the total of assets and liabilities given in the Government returns. It is a matter of several hundred dollars, and I have preferred to give the correct additions even though they do not tally with the official figures.—The Editor.

Liabilities.	Jan. 31, 1901.	Dec. 31, 1901.
Capital paid up	$66,436,769	$67,591,311
Rest, or Reserve Fund	34,910,349	37,364,708

Liabilities.	Jan. 31, 1901.	Dec. 31, 1901.
Notes in circulation	45,025,306	54,372,788
Balances due Dominion Government	2,882,132	4,864,646
Balances due Provincial Governments	3,665,387	2,822,088
Deposits payable on demand	93,969,336	102,309,034
Deposits payable after notice	204,038,710	233,431,229
Deposits outside of Canada	20,600,699	31,355,262
Loans from other Banks	1,679,148	737,473
Balances due to other Banks in Canada	2,903,467	4,155,273
Balances due Banks or Agencies in United Kingdom or elsewhere	4,518,975	4,807,472
Miscellaneous Liabilities	5,675,667	10,236,648
Total Liabilities	$384,958,827	$449,091,913

Banking Incidents of the Year

On January 2, 1901, in accordance with arrangements made and a decision arrived at by the special meeting of shareholders on December 11th, preceding, the business and establishment of the Bank of British Columbia were assumed by the Canadian Bank of Commerce—including branches or offices of that Institution at Victoria, Vancouver, Kamloops, Nanaimo, Nelson, New Westminster, Rossland and Sandon, in British Columbia; San Francisco, in California; Portland, in Oregon; and at London, England. The annual meeting of the Canadian Bank of Commerce was held at Toronto, on June 18th, and the General Manager, Mr. Byron E. Walker, in his address stated that the resources of the institution had increased from $22,596,520 in 1890 to $42,822,799 in 1900, and that during the fiscal year, just closed, they had risen to $67,553,578—partly as a result of the amalgamation with the Bank of British Columbia; partly because of generally increased business. The deposits assumed from the former institution were stated at $8,253,384. The Hon. George A. Cox was re-elected President and Mr. Robert Kilgour, Vice-President.

Another banking change—though chiefly one in form—took place on January 2nd, when the Merchants Bank of Halifax assumed, by special Act of Parliament, the designation of Royal Bank of Canada. The similarity of its old name with those of two other institutions in Canada, and the desirability of having a designation with more general application for a Bank which had 14 branches in Nova Scotia, 9 in New Brunswick, 3 in Quebec, 1 in Ontario and 8 in British Columbia, were the reasons given for the change. On August 8th, the Toronto *World* started a discussion in its columns which lasted for some weeks upon the question raised by a Minnesota banker—Mr. C. D. Griffith, of Sleepy Eye—as to whether the American banking system was not better than the Canadian, and especially as to whether the branch system of the Dominion did not drain the country districts of money for use in urban centres. The controversy was academic in character but served to increase the

faith of those who who already believed in the Canadian financial system. Mr. B. E. Walker was made one of the central figures of the discussion.

Early in the year there was published a handsome volume recording the proceedings of special and general meetings and the annual balance sheets and other statements issued by the Imperial Bank of Canada from its establishment in 1875 up to, and including, the year 1900. During that period the institution had been under the general management of Mr. D. R. Wilkie, and its total Assets had increased from $3,129,000 to $20,308,000; its total Deposits from $1,576,000 to 14,137,000; its Current Loans from $2,131,000 to $11,289,000. About the same time the Bank of Nova Scotia published a volume tracing its history from 1832 up to 1900; dealing with the financial conditions in Nova Scotia during that time and giving its general statements for the 68 years in question—a period in which its total Assets rose from £85,868 to $11,429,000; its Deposits from £18,943 to $10,523,000; its Current Loans from £56,029 to $8,180,000. The annual meeting of the Canadian Bankers' Association was held in Montreal, on November 14th, and Mr. E. S. Clouston delivered a Presidential address reviewing the business operations of the year. He pointed out that since their last meeting public deposits in the Banks had advanced by $40,000,000 and the loans increased by $14,000,000. He hoped that, in promoting immigration, attention would be paid to quality rather than quantity, and that a fast Atlantic Line would soon be established. He was re-elected President, with Messrs. Thomas McDougall, Quebec Bank; Duncan Coulson, Bank of Toronto; H. Stikeman, Bank of British North America; and George Burns, Bank of Ottawa; as Vice-Presidents.

Statistics of Canadian Banks

On January 31, 1901, the Bank of Montreal possessed Assets amounting to $94,582,063. On December 31st they had increased to $113,106,149. Upon the former date the Assets included specie, $2,335,954, and Dominion notes, $3,278,246. Upon the latter date these figures were respectively $2,494,991 and $3,255,443. Railway and other debentures, bonds and stocks held, rose from $2,345,385 to $4,763,075. The call and short loans outside of Canada were $19,882,783 on January 31st, and $30,400,123 on December 31st. The current loans in Canada were, at these dates, respectively, $50,220,161 and $49,381,236. The current loans outside of Canada rose from $6,146,759 to $9,765,869. The total Liabilities on the dates mentioned were $74,140,654 and $92,653,634. They included a capital stock paid-up of $12,000,000, and a reserve fund of $7,000,000, which were unchanged during the year; notes in circulation which rose from $6,110,233 on January 31st to $7,704,018 on December 31st; deposits by the public, payable on demand, which were, respectively, $24,792,021 and $22,045,699; deposits, payable after notice, of $30,307,379 and $41,358,126 respectively; and deposits outside of Canada, which rose from $10,558,870 to $18,051,568. The following table affords a glance at the principal figures of the Canadian Chartered Banks—other than the Bank of

Montreal—which possessed a capital of $1,000,000 or upwards on December 31, 1901 :—

Name.	Total Assets.	Total Liabilities.	Call and Short Loans.*	Current Loans.*	Paid-up Capital.
Canadian Bank of Commerce	$70,579,000	$60,149,280	$6,953,357	$42,449,437	$8,000,000
Merchants' Bank of Canada	35,329,305	26,506,792	9,037,030	15,766,466	6,000,000
Imperial Bank of Canada	24,393,838	19,597,016	2,412,352	13,438,232	2,500,000
Bank of Toronto	21,864,972	16,742,524	3,245,640	11,865,796	2,421,770
Dominion Bank	27,977,525	22,477,759	2,333,536	17,578,223	2,500,000
Ontario Bank	11,922,854	10,028,885	589,755	8,642,685	1,393,000
Bank of Nova Scotia	25,744,535	20,836,606	4,744,565	11,373,732	2,000,000
Molson's Bank	23,102,156	18,131,783	1,454,155	15,115,242	2,500,000
Standard Bank of Canada	13,152,458	11,329,666	1,836,343	7,170,668	1,000,000
Traders' Bank of Canada	11,677,183	10,008,707	2,476,588	6,323,109	1,346,970
Bank of Hamilton	19,081,860	15,371,614	1,700,635	12,892,478	2,000,000
Bank of Ottawa	16,533,127	12,617,635	744,463	11,241,841	2,000,000
Bank of British North America	36,182,114	27,821,031	6,194,494	14,511,077	4,866,666
Banque d'Hochelaga	10,932,040	8,518,028	944,548	6,911,584	1,500,000
Banque Nationale	7,859,899	6,172,318	147,520	6,530,002	1,200,000
Quebec Bank	12,757,877	9,273,158	2,156,412	7,363,467	2,500,000
Eastern Townships Bank	11,088,921	8,036,414	865,667	7,688,635	1,744,340
Royal Bank of Canada	19,436,717	15,584,835	2,294,907	10,917,364	2,000,000
Union Bank of Canada	12,479,351	9,811,224	639,354	10,066,090	2,000,000

Name.	Reserve Fund.	Notes in Circulation.	Deposits on Demand.	Deposits on Notice.
Canadian Bank of Commerce	$2,000,000	$6,676,814	$14,280,417	$30,282,108
Merchants' Bank of Canada	2,600,000	4,675,979	5,276,874	14,471,153
Imperial Bank of Canada	1,850,000	2,232,811	5,921,059	11,050,900
Bank of Toronto	2,421,770	2,200,443	4,402,220	9,549,883
Dominion Bank	2,500,000	2,347,004	5,531,473	13,913,206
Ontario Bank	350,000	1,288,922	2,256,551	6,134,517
Bank of Nova Scotia	2,800,000	1,922,599	4,354,476	10,899,483
Molson's Bank	2,150,000	2,319,111	4,625,907	10,850,330
Standard Bank of Canada	750,000	923,016	2,803,945	6,837,257
Traders' Bank of Canada	250,000	1,235,630	1,963,356	6,441,840
Bank of Hamilton	1,500,000	1,837,730	3,862,533	8,812,943
Bank of Ottawa	1,765,000	1,790,436	2,340,701	7,778,238
Bank of British North America	1,703,333	2,432,724	5,239,526	7,934,115
Banque d'Hochelaga	750,000	1,419,809	1,701,001	5,171,057
Banque Nationale	275,000	1,179,363	1,326,342	3,459,191
Quebec Bank	700,000	1,889,326	3,131,499	3,812,247
Eastern Townships Bank	1,050,000	1,426,915	1,242,573	5,308,353
Royal Bank of Canada	1,700,000	1,847,152	2,909,734	8,644,062
Union Bank of Canada	550,000	1,940,778	2,283,475	5,062,325

The Canadian Banks having a paid-up capital under $1,000,000 were the Western Bank of Canada, with Assets, on December 31, 1901, of $3,340,227 and Liabilities of $2,730,378 ; the Provincial Bank of Canada, with Assets of $3,514,916, and Liabilities of $2,655,595 ; the Banque de St. Jean, with Assets of $783,944, and Liabilities of $487,988 ; the Banque de St. Hyacinthe, with Assets of $1,847,434, and Liabilities of $1,385,825 ; the People's Bank of Halifax, with Assets of $4,188,573, and Liabilities of $3,119,566 ; the Union Bank of Halifax, with Assets of $6,251,525, and Liabilities of $4,663,024 ; the Halifax Banking Company, with Assets of $5,782,294, and Liabilities of $4,682,294 ; the Bank of Yarmouth (N.S.), with Assets of $954,388, and Liabilities of $586,015 ; the Exchange Bank of Yarmouth, with Assets of $680,303, and Liabilities of $356,636 ; the Commercial Bank of Windsor (N.S.), with Assets of $1,695,754, and Liabilities of $1,261,273 ; the Bank of New Brunswick, with Assets of $4,596,538, and Liabilities of $3,354,589 ; the People's Bank of New Brunswick, with Assets of $916,867, and Liabilities of $551,650 ; the

* With the Call and Short Loans of the Canadian Bank of Commerce, the Merchants', Toronto, Standard, Quebec, Nova Scotia and Royal are included those outside of Canada. So with the Current Loans of the Bank of British North America, the Commerce, Merchants', Quebec, Nova Scotia and Royal.

St. Stephen's Bank (N.B.), with Assets of $681,841, and Liabilities of $428,615; the Merchants' Bank of Prince Edward Island, with Assets of $1,641,308, and Liabilities of $1,159,628.

Establishment of a Mint in Canada

During the Budget debate on March 14th, the Minister of Finance had announced the intention of the Government to take steps in the establishment of a branch of the British Mint in Canada, and on May 17th he moved a formal Resolution that a sum not exceeding $75,000 annually be granted for the maintenance of the proposed institution. The building to be erected would, he explained, not cost more than $300,000. A lengthy discussion followed, dealing with the general questions of gold and silver coinage; the possible development of a "silver question" in Canada as a result of this policy; the necessity of one or more Assay Offices on the Pacific Coast to prevent the Yukon gold from going entirely to Seattle; and the best means of restricting the wholesale circulation of American silver coinage in Canada. The subject was debated in the Senate on April 30th and May 22nd, and strong criticisms presented by Senator Drummond. The Hon. Mr. Mills, Minister of Justice, also indicated his dislike of the project.

At the preceding annual meeting of the Canadian Bankers' Association in Toronto, on November 16, 1900, strong opposition to the general idea of a Canadian Mint had been expressed—especially by Mr. E. S. Clouston, General Manager of the Bank of Montreal and by Mr. B. E. Walker, of the Canadian Bank of Commerce. In an interview with Mr. Clouston, in the Montreal *Witness* of May 23, 1901, these opinions were reiterated. He maintained that the Government would lose $500,000 yearly in interest on the Government notes now held as reserves; that a dangerous element of uncertainty was being introduced into the banking system; that the introduction of a Silver question would surely follow; that, so far as the miner was concerned, the Banks were now ready to pay him as much for his bullion as could be obtained by shipping the gold to an American Mint or converting it into coin in Canada. Speaking at the annual meeting of the Imperial Bank of Canada, on June 19th following, Mr. D. R. Wilkie, its General Manager, took occasion to express strong opinions in favour of the carrying out of the Government's project and of the proposal to organize Assay Offices at other points. He thought the advantage of attracting to Canada the producers of an ever-increasing output of gold and silver was obvious; the alarm as to an over-production of gold and silver coin needless; the fear of the excellent currency system of Canada being affected groundless. The new policy would, he believed, build up Canadian cities on the Pacific; promote the development of fresh markets for Canadian products; and prove an essential step in building up Canadian nationality along British lines. There was still another advantage. "The profit in the coinage of silver currency will probably encourage our Government to devise steps which will lead to the substitution of our own Canadian coinage for

the large amount of United States silver which now forms the principal part of the metallic currency of British Columbia."

Loan and Trusts Companies

According to the annual Report of Mr. J. Howard Hunter, Registrar of Loan Corporations in Ontario, as issued on May 31, 1901, there were 52 Loan Companies, Land Companies lending money, and Trusts Companies, in the Province. Their Liabilities for the year ending December 31, 1900, totalled $149,657,967, of which the principal items were Permanent Stock paid up $25,745,869, and paid up in part, $15,773,690; Reserve Fund, $9,601,765; deposits, $18,924,461; debentures payable in Canada, $16,369,193; and debentures payable elsewhere, $35,176,309. The liabilities to shareholders totalled $59,785,924 and to the public $76,204,553, while the contingent liabilities were placed at $13,667,489. The Assets were placed at the same total figure as the Liabilities and included debts secured by mortgages on land, of $104,143,216; debts secured by debenture and debenture stock and by various other stocks, bonds and securities, $17,152,259; office premises placed at $2,290,719; free-hold land, $7,168,368; and other sums making the total of $149,657,967. A Report of Mr. J. M. Courtney, C.M.G., Deputy Minister of Finance, at Ottawa, which was made public about the middle of 1901, gave voluminous details regarding the Loan Companies and Building Societies of the Dominion as a whole. The principal facts concerning these corporations—which are mainly established in Ontario—may be found in the following abstract of statistics as officially given for the close of the fiscal year 1900:—

Capital subscribed	$98,312,519
Capital paid up	48,894,491
Reserve Fund	10,290,380
Contingent Fund	1,346,633
Liabilities to Stockholders	61,890,941
Deposits	19,959,461
Debentures payable in Canada	15,044,231
Debentures payable abroad	35,650,417
Debenture Stock	3,950,998
Miscellaneous Liabilities	15,394,626
Liabilities to the Public	90,749,323
Total Liabilities	152,640,265
Current Loans secured on Real Estate	112,685,625
Total Loans	123,419,223
Dominion, Provincial and Municipal Securities and Loan Company Debentures owned	5,271,074
Cash on hand and in Banks	5,730,107
Total Property owned	29,221,041
Total Assets	152,640,265
Amount of Dividends declared	2,415,049
Amount loaned in 1900	26,087,251
Amount received from Borrowers during the year	29,621,334
Amount received from Depositors during year	25,105,231
Amount repaid to Depositors	25,075,052
Amount borrowed for Investment	57,729,067
Debentures issued during the year	9,568,942
Debentures repaid during the year	10,370,418

Amount of interest paid and accrued	3,543,110
Value of Real Estate under Mortgage	190,992,476
Principal and interest overdue on Mortgages	1,669,590
Amount of Mortgages payable by instalments	27,303,792
Amount invested and secured by Mortgage Deeds	103,532,814
Present cash value of Investments	125,005,728

Business Failures in Canada

According to Bradstreet's Annual Report upon this subject, the failures in Canada and Newfoundland numbered 1,379 in 1901 as against 1,337 in 1900. The Assets recorded were $5,264,551 in the former year as compared with $4,246,693 in the latter; and the Liabilities were $11,783,737 in 1901 as against $10,785,601 in 1900. The chief cause of failure was said to be lack of capital in 974 cases, and the next reason given was incompetence in 134 cases. In the United States during 1901 the percentage due to lack of capital was 30·3 as against 70·6 in Canada; and to incompetence 19 per cent. as against 9·4 in Canada. Dun's Record gave 1,341 failures in Canada as compared with 1,355 in 1900. They were stated to have had Assets of $7,686,823 in 1901 with Liabilities of $10,811,671 as compared with the figures of $8,202,898 and $11,613,208, respectively, in 1900. The liabilities of manufacturing concerns which failed in 1901 were placed at $3,595,095 and those of trading concerns at $6,845,329. According to Provinces they were as follows:—

Provinces.	Number.	Assets.	Liabilities.
Ontario	480	$2,735,076	$3,311,144
Quebec	475	2,798,270	4,373,680
British Columbia	88	1,270,945	1,267,750
Nova Scotia	117	212,450	540,892
Manitoba	98	377,656	343,036
New Brunswick	71	253,826	871,169
Prince Edward Island	12	38,600	104,000

Fire Insurance in Canada

There was a considerable increase in the Fire Insurance business of Canada in 1901 over the preceding year. The net cash received for premiums increased by $1,330,916; the gross cash received for premiums increased by $1,722,309; the gross amount of policies, new and renewed, rose by $24,363,176; the net amount at risk at the end of the year increased by $48,010,919; the net amount of losses incurred decreased by $1,282,545; the net amount paid for losses decreased by $1,001,829. The following table shows the distribution of the business:—

1901.	Canadian Companies.	British Companies.	American Companies.
Net Cash received for Premiums	$1,737,717	$6,593,947	$1,331,200
Gross Cash received for Premiums	2,416,842	7,583,192	1,580,419
Gross Amount of Policies new and renewed	172,532,208	542,142,232	113,117,390
Net Amount at risk, on Dec. 31st	222,898,710	694,281,708	123,162,861
Net Amount of Losses incurred	1,017,563	4,892,174	886,649
Net Amount paid for Losses	1,011,112	4,886,924	874,427

During the period between 1869 and 1901, inclusive, the Canadian

Companies received net cash premiums of $37,963,079; the British Companies, $110,259,264; the American Companies, $18,234,063. The total amount of policies taken by Canadian Companies was $3,992,536,482; by British Companies, $10,928,951,036; by American Companies, $1,754,552,601. The losses paid, respectively, were $26,569,309; $76,961,886; and $12,653,609. The total Assets of Canadian Companies in Canada, on December 31, 1901, were $6,591,651; those of British Companies, $16,733,520; those of American Companies $1,532,368. The grand total of business done showed $827,791,830 as the gross amount of risks taken during the year; $11,745,502 as the premiums charged thereon; $6,772,464 as the net cash paid for losses; and $9,662,863 as the net cash received for premiums.

Life Insurance in Canada

In Life Insurance the Canadian Companies during 1901 received $9,136,397 in premiums; the British Companies, $1,346,750; the American Companies, $4,709,298. The number and amount of policies, new and taken up, were 41,710 and $38,330,747, respectively, for the Canadian Companies; 1,733 and $3,059,043 for the British Companies; 127,794 and $32,541,438 for the American Companies. The number of policies in force at the end of the year, and the net amount, were 239,653 and $287,499,995, respectively, for the Canadian Companies; 20,255 and $40,128,634 for British Companies; 224,119 and $138,868,227 for the American Companies. The Canadian Companies had 2,691 policies which became claims, with a net amount of $3,651,845, and with payments of $3,456,995; the British Companies had 390 policies which became claims, with a net amount of $887,918 and payments of $853,043; the American Companies had 3,168 policies which became claims, with a net amount of $2,606,337, and payments of $2,561,153.

The total Assets of Canadian Companies were $66,221,462; the Assets in Canada of British Companies doing business there, $22,372,996; the Assets, in Canada, of American Companies doing business there, $29,843,450. The total of premiums received by all Companies for the year was $15,192,445; the total amount of policies, new and taken up, was $73,931,228; the total net amount of Life Insurance in force on December 31st was $466,496,856—an increase of $35,427,010 over 1900. During the years 1875 and 1901, inclusive, the Canadian Companies affected an insurance of $558,534,084 in Canada, with premiums of $101,679,817; the British Companies, $81,737,271, with premiums of $24,649,957; the American Companies, $326,472,332, with premiums of $67,519,405. Of this business the Assessment Companies of Canada had a net amount in force in 1901 of $116,542,500, to which the Independent Order of Foresters contributed $83,308,500.

CANADIAN OBITUARY FOR 1901

Allan, Andrew,—President of the Merchants' Bank of Canada. Born at Saltcoats, Ayrshire, Scotland, on Dec. 1, 1822; died at Montreal on June 27th.

Allan, P.C., D.C.L., F.R.G.S., F.Z.S., The Hon. George William,—Chancellor of Trinity University; Senator of Canada; formerly Mayor of Toronto. Born at Toronto, Jan. 9, 1822; died at Toronto on July 24.

Almon, B.A., M.D., The Hon. William Johnson,—Senator of Canada. Born at Halifax on Jan. 27, 1816; died at Halifax on Feb. 18.

Anderson, D.D., Rev. William,—Rector of Sorel and Hon. Canon of Christ Church Cathedral, Montreal. Born at Quebec in 1811; died at Sorel on March 3.

Ansley, John Henry,—Crown Attorney for Norfolk County. Born in Brant County in 1827; died at Simcoe on March 13.

Aylmer, Adolphus Aylmer,—Seventh Lord. Born June 10, 1814; died at Melbourne, P.Q., on Dec. 1.

Barbeau, Edmond Julien,—Assistant Receiver-General at Montreal, and formerly Manager of the City and District Savings Bank. Born at Laprairie on Nov. 30, 1830; died in Montreal on Aug 4.

Beaton, Donald,—Editorial writer on Winnipeg *Times* and *Free Press;* Editor of Nelson *Miner*. Born in Pickering Township, Ont., 1841; died, by an accident, in Nelson, B.C., on July 20

Beatty, Robert,—Banker. Born in Halton County on July 28, 1824; died in Toronto on July 16.

Bedford-Jones, M.A., LL.D., D.C.L., The Venerable Thomas,—Archdeacon of Kingston. Born at Cork, Ireland, on Jan. 16, 1830; died at Brockville on June 21.

Bennet, D.D., The Rev. James,—Born at Lisbon, County Down, Ireland, on Feb. 17, 1817; died at St. John on June 29.

Bell, M.P., John William,—President of the Imperial Council of the Loyal Orange Association. Born in Camden, County of Lennox, on March 18, 1838; died at Desmond, Ont., on July 5.

Bishop, ex-M.P.P., Archibald,—Born at Edinburgh, Scotland, on Sept. 6, 1829; died at Usborne, Huron County, on April 25.

Blackader, Henry Dugwell,—Proprietor of the Acadian *Recorder*, Halifax. Born in Halifax, Feb. 6, 1845; died at the same place on July 21.

Bond, Major Edward Langley,—President of the Marine Underwriters' Association of Montreal. Born at Montreal on Oct. 2, 1850; died at Philipsburg, P.Q., on Dec. 3.

Boultbee, ex-M.P., Alfred,—One-time Political Secretary of the United Empire Club in Toronto. Born on March 5, 1829; died at Toronto on Dec. 29.

Boyle, Patrick,—Editor of the *Irish-Canadian*, Toronto. Born at Newport, Mayo, Ireland, in 1832; died at Toronto on Aug. 1.

Bremner, Archibald,—Journalist. Born in Newfoundland in 1849; died at London, Ont., on June 29.

Bulmer, John Thomas,—Formerly Secretary of the Nova Scotia Historical Society and Legislative Librarian of Nova Scotia. Born at Nappan, N.S., in 1848; died on Feb. 9.

Burton, The Hon. Sir George William,—Chief Justice of Ontario, 1897-1900. Born at Sandwich, Kent, England, on July 21, 1819, died at Toronto on Aug. 22.

Cabana, K.C., Herbert Charon,—Prothonotary of Superior Court; Professor of Civil Law at Bishop's College; ex-Mayor of Sherbrooke. Born in Verchéres on June 14, 1838; died at Sherbrooke on June 8.

Calder, John,—Merchant. Born in Scotland in 1829; died in Hamilton on Dec. 21.

Campbell, Charles James,—Assistant Receiver-General at Toronto. Born at Kingston on May 9, 1820; died at Toronto on May 17.

Carruthers, John,—Formerly Mayor of Prescott. Born in 1848; died at Prescott on April 1.

Chambers, Edward Thomas,—Head Master of the British-Canadian School at Montreal. Born at Chelsea, England, in 1827; died at Montreal, Feb. 1.

Charland, B.C.L., The Hon. Alfred Napoleon,—Judge of the Superior Court of Quebec. Born at Iberville on May 28, 1842; died at St. John's on Aug. 12.

Charlton, Benjamin Ernest.—Formerly President of the Hamilton Board of Trade. Born in Brant County on April 12, 1835; died at Hamilton on March 15.

Chisholm, K.C., ex-M.P.P., Colin,—Born at Long Point, Inverness County, N.S., in 1848; died on Feb. 15.

Clow, M.L.C., The Hon. James,—Born in Prince Edward Island in 1837; died at Murray Harbour on April 2.

Cluxton, ex-M.P., William,—Born at Dundalk, Louth, Ireland, on March 31, 1819; died at Peterborough on Feb. 16.

Cochrane, D.D., The Rev. George,—Chairman of the Canadian Methodist Mission in Japan; President of the Theological College in Japan; President of the Toronto Conference; Dean of the College of Liberal Arts in the University of Southern California. Born in Cavan County, Ireland, Jan. 14, 1834; died at Los Angelos, California, on May 24.

Cockshutt, Ignatius,—Merchant, Manufacturer, and Philanthropist. Born at Bradford, Yorkshire, England, on Aug. 24, 1812; died at Brantford on Feb. 28.

Collins, Edward,—Formerly Warden of Dundas and Stormont County, Ont. Born at Dundas in 1845; died at Dundas on May 19.

Conklin, ex-M.P.P., Elias George,—Formerly Mayor of Winnipeg and Clerk of Manitoba Legislature. Born near Paris, Ont., in 1845; Died at Winnipeg on April 20.

Conner, John,—President of the Truro, N.S., Board of Trade. Born at Kingston, N.B., in 1842; died at Truro on May 24.

Crozier, Major Leif Newry Fitzroy,—Superintendent of the North-West Mounted Police from 1875 to 1885. Born at Newry, Ireland, in 1847; died at Oklahoma, U.S., on Feb. 25.

Davidson, Robert Stewart,—Merchant and ex-Mayor of Peterborough. Born in the County of Peterborough in 1848; died at Peterborough on Aug. 1.

Davin, K.C., ex-M.P., Nicholas Flood,—Editor for some years of the Regina *Leader*; President of the North-West Conservative Association; Author of *The Irishman in Canada*, etc. Born at Kilfinane, Limerick, Ireland, on June 13, 1843; died at Winnipeg, by suicide, on Oct. 18.

Dawson, C.M.G., D.C.L., F.R.S., George Mercer,—Director of the Canadian Geological Survey and Past President of the Royal Society of Canada. Born at Pictou, N.S., Aug. 1, 1849; died at Ottawa on March 2.

Denovan, LL.D., The Rev. Joshua,—Born at Glasgow, Scotland, on Dec. 27, 1829; died at Toronto on Jan. 2.

De Wolfe, M.D., James Ratchford,—Formerly Superintendent of the Halifax Hospital for the Insane. Born in Halifax, 1819; died at Halifax on March 5.

Duchesnay, Edmonde Jucheroux,—Assistant-General Superintendent of the Canadian Pacific Railway. Born on June 24, 1856; killed by accident near North Bend, B.C., on Sept. 5.

Dunlop, John,—Agriculturalist. Born in Ayrshire, Scotland, March 30, 1816; died at Woodstock, Ont., on Aug. 29.

Dustan, George Gordon,—Sugar refiner. Born at Islay, Scotland, in 1888; died at Dartmouth, N.S., on Oct. 3.

Elliot, James Halliday,—Banker; Reeve of Chesley, Ont., for 11 years, and Publisher of Chesley *Enterprise*. Born at Smith Falls, Ont., in 1836; died at Chesley on May 11.

Farrell, M.D., M.L.C., The Hon. Edward,—Born at Dartmouth, N.S., in 1842; died on Jan. 1.

Ferguson, M.P.P., Robert,—Banker. Born at Dumfries, Scotland, in 1848; died at Thamesville, Ont., on Sept. 8.

Fitzgerald, P.L.S., James William,—Born at Cork, Ireland, Dec. 28, 1827; died at Peterborough on May 9.

Foster, Edward Clarke,—Postmaster at Berwick, N.S. Born at Granville, N.S., in 1817; died at Berwick on Sept. 6.

Gagnon, ex-M.P.P., The Hon. Charles Antoine Ernest,—One-time Provincial Secretary of Quebec; Founder of *L'Electeur* newspaper; Sheriff of Quebec City at the time of his death. Born at Rivere Ouelle, P.Q., in 1846; died at Quebec on June 11.

Galt, Knt., The Hon. Sir Thomas,—Chief Justice of the Ontario Court of Common Pleas, 1887-1894. Born in London, England, Aug. 17, 1815; died at Toronto on June 29.

Garland, M.P.P., William,—Formerly President of the Board of Trade of Portage la Prairie, Manitoba. Born at Richmond, Ont., Dec. 4, 1856; died at Phoenix, Arizona, on Nov. 12.

Gibson, ex-M.P.P., Thomas,—Member of the Ontario Legislature for 27 years. Born at Greenlaw, Berwickshire, Scotland, in 1853; died at Wroxeter on Jan. 31.

Gill, LL.D., The Hon. Charles Ignace,—Puisne Judge of the Superior Court of Quebec. Born at Pierreville, P.Q., March 12, 1844; died at Montreal, Sept. 16.

Gillard, William Henry,—Formerly President of the Hamilton Board of Trade. Born in Devonshire, England, in 1837; died at Hamilton on Oct. 25.

Hackland, Gilbert Spence,—Hudson's Bay Company pioneer. Born in the Orkney Islands in 1828; died at Winnipeg on April 27.

Haliburton, K.C., D.C.L., F.R.G.S., Lieut.-Col. Robert Grant,—Author of Scientific and other works. Born at Windsor, N.S., June 3, 1831; died at Pass Christian, Miss., U.S., on March 7.

Hamilton, K.C., William Cayley,—One-time Mayor of Regina, N.W.T., and President of the Regina Conservative Association. Born at Goderich, Ont., in 1858; died at Regina, N.W.T., on Oct. 2.

Harding, John Henry,—A pioneer in Nova Scotia mining development and Agent of the Marine and Fisheries Department at St. John. Born at St. John, N.B., Jan. 2, 1818; died at the same place on May 22.

Hardy, K.C., LL.D., ex-M.P.P., The Hon. Arthur Sturgis,—Member of the Ontario Government, 1889-1896; Premier of the Province 1896-99. Born at Mount Pleasant, near Brantford, Dec. 14, 1837; died at Toronto on June 13.

Hatt, Samuel Staunton,—Gentleman Usher of the Black Rod to the Quebec Legislative Council since 1867. Born at Chambly in 1844; died at Quebec on Nov. 7.

Hellmuth, D.D., D.C.L., The Right Rev. Isaac,—Bishop of Huron, Canada, in 1871-83; Co-adjutor to the Bishop of Ripon, England, 1883-87; Founder of the Western University, London, Ont. Born near Warsaw, Poland, Dec. 14, 1820; died at Weston-super-Mare, Somersetshire, on May 30.

Howlan, The Hon. George William,—One-time member of the Prince Edward Island Legislature and Government; Senator of Canada; and Lieut.-Governor of the Island Province, 1894-1900, Born at Waterford, Ireland, May 10, 1835; died at Charlottetown on May 11.

Huddart, James,—Steamship Line promoter. Born in 1849; died at Eastbourne, England, on Feb. 27.

Hungerford, Richard Becher,—Grand Master of the Grand Lodge of Masons in Ontario. Born at Clonakilly, Cork, Ireland, in 1846; died at London, Ont., on Sept. 9.

Hunt, The Rev. John,—Methodist pioneer Minister. Born at Scotten, Lincolnshire, in 1818; died at Toronto on May 1.

Hurdman, William Henry,—Lumberman, mill-owner and pioneer in the Ottawa Valley. Born near the site of Ottawa in 1819; died on Feb. 20.

Hutchinson, Edward Ernest Agmon,—Journalist, and formerly Editor of the Chatham *Planet*. Born at Meaford in 1864; died at London, Ont., on Aug 12.

Hutton, James Patterson,—Formerly Warden of the County of Peel and President of its Agricultural Society. Born at Niagara-on-the-Lake on March 17, 1821; died at Georgetown on March 20.

Jack, The Rev. Lewis,—"Father of the Presbyterian Church in Canada." Born at Culloden, Inverness, Scotland, in 1815; died at Buctouche, N.S., on Jan. 28.

Jacobi, R.C.A., Otto Reinhold,—Born at Konigsberg, Prussia, Feb. 27, 1812; died in Dakota, U.S., on Feb. 20.

Jennings, Bernard,—Manager of the Toronto Branch of the Imperial Bank of Canada. Born at Toronto in 1852; died there on May 27.

Jessop, John,—Pioneer and journalist in British Columbia; Provincial Superintendent of Schools, 1872-78; Provincial Immigration Agent. Born in Norfolk, England, June 29, 1829; died at Victoria on March 30.

Jones, The Hon. Thomas Rosenell,—Banker, and member for 22 years of the New Brunswick Legislative Council; Past President of the St. John Board of Trade. Born at St. John, Sept. 12, 1825; died there on April 10.

Judah, K.C., Frederick Thomas,—Born at Three Rivers in 1828; died at Montreal on Oct. 3.

Ketchum, M.A., D.D., The Rev. William Quintard,—Canon of Fredericton Cathedral and Rector of St. Andrew's, N.B.; author of *The Life and Work of Bishop Medley*. Born at Woodstock, N.B., Aug 3, 1818; died at St. Andrew's, Aug. 9.

King, M.A., D.C.L., LL.D., The Hon. George Edwin,—One-time Premier of New Brunswick and Judge of the Supreme Court of the Province; Justice of the Supreme Court of Canada. Born at St. John, Oct. 8, 1839; died at Ottawa on May 7.

King, William George,—Editor of *Independence*, Brandon, Man. Born at London, England, Nov. 18, 1840; died at Brandon on April 12.

Kirkwood, Alexander,—Chief of the Accounts Branch of the Ontario Crown Lands Department for 47 years. Born at Belfast, Ireland, Dec. 17, 1823; died in Toronto on July 13.

Laidlaw, Adam,—Merchant and Manufacturer. Born at Bedrule, Roxburghshire, Scotland, March 18, 1833; died at Hamilton on April 27.

Laurent, Mgr. Pierre Dominique,—Vicar-General of the Diocese of Peterborough and Rector of Lindsay. Born near Nantes, Brittany, France, April 16, 1835; died at Lindsay on Oct. 31.

Lavell, M. D., Michael,—President of the Ontario Medical Council in 1875; Professor in the Medical Department of Queen's University 1870-85; Warden of Kingston Penitentiary 1885-94. Born at Quebec, Dec. 29, 1825; died at Kingston on Feb. 19.

Lewis, M.A., D.D., LL.D., D.C.L., The Most Rev. John Travers,—Bishop of Ontario 1862-94; Metropolitan of Canada 1893-1901; Archbishop of Ontario. Born at Garrycloyne Castle, Cork, Ireland, June 20, 1825; died at sea on May 4.

Lyman, Lieut.-Col. Theodore,—President of the Montreal Fenian Raids Veteran Association. Born at Northampton, Mass., in 1818; died at Montreal on Feb. 5.

McArthur, Colin,—Pioneer wall-paper Manufacturer in Montreal. Born at Glasgow, Scotland, in 1835; died at Montreal on Dec. 8.

McClure, ex-M.P., ex-M.P.P., Finian,—Census Commissioner for Nova Scotia in 1901. Born at Truro in 1859; died there on March 28.

McColl, D.D., The Rev. Angus,—Presbyterian pioneer Minister, and for 46 years Inspector of Chatham Public Schools. Born in Argyleshire, Scotland in 1818; died at Chatham on March 25.

McKenzie, ex-M.L.C., The Hon. Angus Bruce,—Clerk of the Legislature of Prince Edward Island. Born in Invernesshire, Scotland, in 1835; died at Charlottetown on April 16.

McKindsey, The Hon. George Crawford,—Senator of Canada. Born in Halton County, March 29, 1829; died at Milton, on Feb. 12.

McLagan, John Campbell,—Editor Vancouver *World*. Born at Strathardie, Perthshire, Scotland, on July 22, 1838; died April 10.

McLeod, M.P.P., John,—Born at Greenock, Scotland, 1825; died at Black River, N.B., on Nov. 26.

McMillan, ex-M.P., John,—Liberal member for South Huron 1882-1900. Born in Kirkconnell, Dumfriesshire, Scotland, July 19, 1823; died near Seaforth on Oct. 31.

McRae, John William,—Managing Director of the Ottawa Electric Company, President of the Canadian Accident Insurance Company, and ex-President of the Ottawa Conservative Association. Born at Renfrew, Jan. 31, 1848; died, by accidentally shooting himself, at Ottawa on Nov. 29.

Macdonald, M.D., John Duff,—Formerly President of the Ontario College of Physicians and Surgeons and President of the Canadian Medical Association. Born at Navity, Cromarty, Scotland, Nov. 18, 1819; died at Hamilton, Ont., on March 10.

Macdonald, Rev. Charles,—Professor of Mathematics at Dalhousie University, Halifax, since 1863. Born at Aberdeen, Scotland, in 1828; died at Halifax on March 11.

Macdougall, K.C., ex-M.P., Colin,—Born at Aldborough, Elgin County, on March 3, 1834; died at St. Thomas on Oct. 25.

Mackay, D.D., The Rev. Alexender Bisset,—Presbyterian Minister in Montreal. Born at Montrose, Scotland, March 22, 1842; died on a yachting trip on July 25.

MacKay, D.D., The Rev. George Leslie,—Moderator of the General Assembly of the Presbyterian Church of Canada in 1894; Missionary in Formosa. Born in Zorra, Oxford County, March 22, 1844; died in Formosa on June 2.

Mackenzie, Hector,—Capitalist and Merchant; Vice-President of the Merchants' Bank of Canada and of the Montreal Telegraph Company. Born in Montreal in 1843; died there on Aug. 20.

Mackenzie, K.C., Valentine,—Born at Port of Spain, Trinidad, in 1831; died at Brantford on March 8.

Maclean, M.D., Isaac Matheson,—City Medical Officer of Vancouver. Born at Pugwash, N.S., in 1859; died at Vancouver on Sept. 5.

Malouin, K.C., ex-M.P., Jacques,—Dean of the Bar of the Province of Quebec. Born at Quebec in 1826; died at Quebec on Nov. 30.

Marling, The Rev. Dr. Francis Henry,—Born at Stroud, Gloucestershire, England, in 1826; died at New York on Feb. 4.

Massey, Walter Edward Hart,—Capitalist and Philanthropist. Born at Newcastle, Ont., on April 4, 1864; died at Toronto on Oct. 28.

Mills, George Hamilton,—One-time Mayor of Hamilton; President of Hamilton Horticultural Society; President of the Wentworth Historical Society; President of Victoria Mutual Fire Insurance Company. Born at Hamilton, Nov. 20, 1827; died there on Aug. 15.

Moncrieff, K.C., ex-M.P., George,—Born at Musselburgh, Scotland, in 1842; died at London, Ont., on May 28.

Moreau, D.D., The Rt. Rev. Louis Zephirin—Roman Catholic Bishop of St. Hyacinthe since 1875. Born at Bécancour, P.Q., April 1, 1824; died at St. Hyacinthe on May 23.

Mungovan, C.S.B., The Rev. Michael,—Treasurer of St. Michael's College, Toronto. Born near Stratford, July 25, 1846; died at Toronto on March 2.

Murphy, D.D., Mgr. Edward Francis,—Rector of St. Mary's Roman Catholic Cathedral, Halifax. Born at Charleville, Cork, Ireland, Sept. 1, 1844; died at Halifax on Nov. 4.

Murphy, Peter Sarsfield,—Merchant and Manufacturer. Born at Corris, Carlow, Ireland, in 1820; died at Montreal on May 17.

Mussen, M.A., D.C.L., Rev. Thomas William,—Honorary Canon of Montreal. Born at Montreal in 1833; died there on Feb. 20.

Norton-Taylor, Lieut.-Col. Duncan,—Born in Devonshire, England, in 1841; died at Kingston on Jan. 28.

O'Meara, M.A., D.D., The Very Rev. James Dallas,—Professor of Systematic Theology in St. John's College, Winnipeg; Dean of Rupert's Land; one-time Grand Master of the Masonic Order in the North-West. Born on Manitoulin Island on March 15, 1849; died at Winnipeg on Dec. 6.

O'Mullin, Patrick,—Mayor of Halifax in 1887-8. Born at Derry, Ireland, in 1840; died at Halifax on Aug. 19.

O'Neill, Cornelius John,—Local Master-in-Ordinary at Chatham, Ont. Born at Streetsville, Sept. 16, 1847; died at Chatham on Feb. 18.

O'Neill, Robert Henry,—Banker and Miller. Born near Lucan, March 16, 1823; died at Lucan on March 12.

Orton, M.D., ex-M.P., George Turner,—Born at Guelph in 1837; died at Winnipeg on Nov. 14.

Osler, K.C., LL.B., Britton Bath,—Born at Tecumseth, Simcoe County, June 19, 1839; died at Atlantic City, N.J., on Feb. 5.

Paquet, The Hon. Joseph Arthur,—Senator of Canada. Born at Quebec on Sept. 5, 1857; died at Quebec on March 28.

Primeau, The Rev. Joachim,—Canon and Curé of Boucherville. Born at Chateauguay on Sept. 13, 1830; died on Nov. 22.

Pringle, Jacob Farand,—County Court Judge of Cornwall and Stormont. Born at Vallenciennes, France, June 27, 1816; died at Cornwall on Feb. 1.

Raymond, Lieut.-Col. Charles William. Born at Woodstock, N.B., in 1821; died there on June 10.

Rice, Charles,—Clerk of the County Court of Perth and Secretary for 34 years of the Board of Education. Born near Perth, Nov. 7, 1822; died at Perth on Aug. 30.

Robinson, Charles,—County Court Judge of Perth, 1853-1900. Born at Dublin, Ireland, in 1816; died at Sarnia on Feb. 17.

Robinson, Bart., Sir Frederick Arnold,—Born at Toronto on March 9, 1855; died by accidental drowning, near Huntsville, Muskoka, on Aug. 24.

Rose, M.A., LL.D., The Hon. John Edward,—Puisne Judge of the Ontario High Court of Justice since 1883. Born at Willowdale, Ont., Oct. 4, 1844; died at Toronto on Jan 19.

Ross, B.A., ex-M.P., Arthur Wellington,—Member of the Manitoba Assembly, 1878-82; Member of Dominion Parliament, 1882-96. Born at Nairn, Ont., March 25, 1846; died at Toronto on March 25.

Ross, M.D., M.L.C., The Hon. John Jones,—Premier of Quebec, 1884-87; Speaker of the Senate of Canada, 1891-1896; President of the Quebec College of Physicians and Surgeons, 1889; Senator of Canada since 1887. Born at Quebec, Aug. 16, 1832; died there on May 4.

Ross, Lieut.-Col. Thomas,—Member of the Civil Service of the old Province of Canada and of the Dominion for 48 years. Born at Montreal in 1821; died at Ottawa on Aug. 10.

Rothwell, F.G.S., F.S.S., Richard Pennefather,—Civil Engineer and Editor of the Engineering and Mining Journal. Born at Ingersoll, Ont., May 1, 1837; died at New York on April 18.

Rouleau, The Hon. Charles Borromée,—Puisne Judge of the Supreme Court of the North-West Territories since 1887. Born at Isle Verte, P.Q., Dec. 13, 1840; died at Montreal on Aug. 25.

Scadding, B.A., D.D., The Rev. Henry,—Author of *Toronto of Old* and many other works; one-time President of the Canadian Institute, the Pioneer and Historical Society of Ontario and the York Pioneers. Born at Dunkeswell, Devonshire, Eugland, July 29, 1813; died at Toronto on May 6.

Shreve, K.C., Thomas Caleb,—Mayor of Digby, N.S., for six years and President of Conservative Association of the County. Born at Guysboro', N.S., Oct. 20, 1848; died at Digby on April 15.

Simmons, James Edward,—Bridge builder and Contractor. Born in 1833; died at Gibson, N.B., on July 19.

Simpson, ex-M.P.P., William John,—One-time member of the Quebec Legislature. Born on Nov. 23, 1851; died on Oct. 26.

Smart, John,—Cashier of the Niagara District Bank at St. Catherines, 1854-58; Manager various Branch Banks in following years. Born at Montrose, Scotland, March 29, 1825; died at Port Hope, March 24.

Smith, Albert Chipman,—Mayor of St. John, N B., for three terms. Born at St. John, Dec. 16, 1839; died there on Jan. 22.

Smith, ex-M.P.P., Albert Colby,—Born at Blissville, N.B., March 10, 1844; died at St. John on Dec. 27.

Smith, Knt., P.C., The Hon. Sir Frank,—Member of the Senate of Canada since 1871; Member of the Government of Canada, 1882-1896; President of the Toronto Street Railway, the Consumers' Gas Company, the Dominion Bank, the Home Savings and Loan Company and the Ontario Jockey Club. Born at Richhill, Armagh, Ireland, in 1822; died at Toronto on Jan. 17.

Smith, F.R.G.S., Capt. William Henry,—Chairman of Board of Examiners of Masters and Mates for the Dominion Government. Born at Broadstairs, Kent, England, April 21, 1838; died at Dutch Village, N.S., on May 10.

Spencer, The Rev. Albert,—Clerical Secretary of the Diocese of Ontario and Canon of St. George's Cathedral, Kingston. Born at Lyn, Ont., Aug. 25, 1839; died at Kingston on June 8.

Stanton, The Rev. Michael Joseph,—Born at Kilcogan, Galway, Ireland, in 1842; died at Brockville on Nov. 15.

Stephenson, ex-M.P., Rufus,—Editor and proprietor of the Chatham *Planet*, 1857-78; Member of Parliament, 1867-82. Born in 1835; died at Chatham on Feb. 15.

Still, William,—Mayor of Orangeville. Born near Camilla, Ont., in 1850; died at Orangeville on Dec. 26.

Strachan, James,—Merchant. Born at Ormstown, P.Q., in 1836; died at Montreal on May 7.

Strathy, Lieut.-Col. James Alexander Lawrason,—Commander of the Royal Scots, Montreal, 1893-97. Born at London, Ont., July 22, 1857; died in Montreal on Oct. 7.

Sweeny, D.D., The Rt. Rev. John,—Bishop of St. John, N.B., since 1860. Born at Clones, Monaghan, Ireland, May 12, 1821; died at St. John on March 25.

Sweetnam, Matthew,—Chief Post Office Inspector since 1889. Born at Toronto, Oct. 17, 1831; died there on Sept. 2.

Symmes, C.E., Henry Charles,—Railway Engineer and Contractor. Born at Aylmer, P.Q., April 18, 1843; died at Niagara Falls, U.S., on March 9.

Taylor, Capt. William Robson,—Commander or owner of various Lake Steamers. Born at Blythe, England, April 20, 1810; died at Kingston on April 20.

Tuerk, The Rev. Frederick William,—Pastor of the New Jerusalem Church, Berlin, Ont. Born at Rade, Prussia, on Sept. 23, 1820; died at Berlin on July 9.

Turnbull, William,—Reeve of Brantford Township for many years and Secretary of the Brant County Farmers' Mutual Insurance Company. Born in Hawick, Scotland, April 3, 1828; died at Paris, Ont., on May 25.

Verreau, Lit.D., F.R.S.C., The Rev. Hospice Antheline Jean Baptiste,—Principal of the Jacques Cartier Normal School since 1857 and Professor of Canadian History at Laval. Born at L'Islet, P.Q., Sept. 6, 1828; died at Montreal on May 15.

Villenevue, The Hon. Joseph Octave,—Senator of Canada; formerly Mayor of Montreal and ex-M.P.P. Born at St. Anne des Plaines on March 4, 1836; died at Montreal on June 27.

Walker, William Tower,—Proprietor of the Perth *Expositor*. Born at Napanee in 1849; died at Perth on July 27.

Wallace, P.C., M.P., the Hon. Nathaniel Clarke,—Member of Parliament since 1878; Grand Master of the Orange Association of British North America since 1887; Member of the Government of Canada, 1892-95. Born at Woodbridge, Ont., May 21, 1844; died at the same place on Oct. 18.

Wanless, M.D., John,—Homeopathic practitioner. Born at Dundee, Scotland, in 1814; died at Toronto on April 15.

Watson, M.D., James Archer. Born at Emery, Ont., Aug. 20, 1856; killed while riding, in Toronto on April 12.

Webster, D.D., The Rev. Thomas,—Author of "The History of the Methodist Episcopal Church in Canada," etc. Born at Glen Dhu, Loch Wicklow, Ireland, on Oct. 29, 1809; died at Newberry, Ont., on May 2.

White, John,—Editor since 1873 of the Exeter *Times*. Born at Newtonstewart, Tyrone, Ireland, July 17, 1827; died at Exeter on Jan. 11.

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